

ASAHI BEER
A Refreshing and
Invigorating Beverage.
The very brand for all
occasions.
MITSUI BUSSAN KAISHA, LTD.

The China Mail

ESTABLISHED 1845

No. 27,354 HONG KONG, THURSDAY, DECEMBER 5, 1929. PRICE \$3.00 Per Month.

headache?
PERHAPS ITS EYES!
Our careful and up to date examination with modern equipment by fully qualified European optometrists, will diagnose your eyesight troubles. Make an appointment to-day.
LAZARUS
Hong Kong's Only European Optician.
11, Queen's Road, Central.
Telephone Mr. Cooper C. 2203 for appointment.

MANCHURIAN WAR PUZZLE

AGREEMENT SAID TO BE STILL UNCONCLUSIVE

BRITAIN UNANSWERED

SCATHING REMARKS ABOUT U.S. INTERFERENCE

The position in regard to the settlement of the Manchurian dispute is still obscure, and no official confirmation of the signing of a protocol between Russia and China has been issued from Nanking. Indeed, official Chinese circles in Harbin apparently do not consider that the Tsai-Simanovsky agreement is conclusive, and anticipate that further parleys will be necessary before it can become effective.

The action of the United States and of France in drawing the attention of the Soviet to its obligations under the Kellogg Pact to renounce war, is regarded in Moscow as "unfriendly." Meanwhile, no reply has been received by Great Britain to its Memorandum.

JAPAN'S NEUTRAL STAND

Moscow, Yesterday. The "Izvestia" writes that the signature to the Protocol at Nikolskussurisk completes the first stage of settlement in the Russo-Chinese conflict. As regards the Eastern Railway, it expresses satisfaction of the refusal of Japan, Italy and Germany to join in the "unfriendly" intervention sponsored by the United States and France, whose interests are in conflict with the restoration of a joint Russian and Chinese management of the railway.—Reuter.

Rugby, Yesterday. It was stated in the House of Commons to-day that no reply had up to the present been received from either the Soviet or the Chinese Government to the British memorandum calling their attention to the terms of the Pact of Paris and its application to the situation in Manchuria.—British Wireless Service.

NOT CONCLUSIVE
Tokyo, Yesterday. Harbin reports state that Tsai Yun-sheng has passed through Harbin en route to Mukden, in order to report to Chang Hsueh-liang.

Official Chinese circles in Harbin apparently do not consider that the Tsai-Simanovsky agreement is conclusive, and expect further parleys before it becomes effective.

There is growing anxiety as to the condition of non-Chinese residents westward of the Kihngan range, and Consuls have discussed the problem, after which they decided to ask the C.E.R. to run an international train to Manchuli to ascertain the situation.

Later.

Tsai Yun-sheng has arrived in Mukden after meeting the Russian delegates.—Reuter.

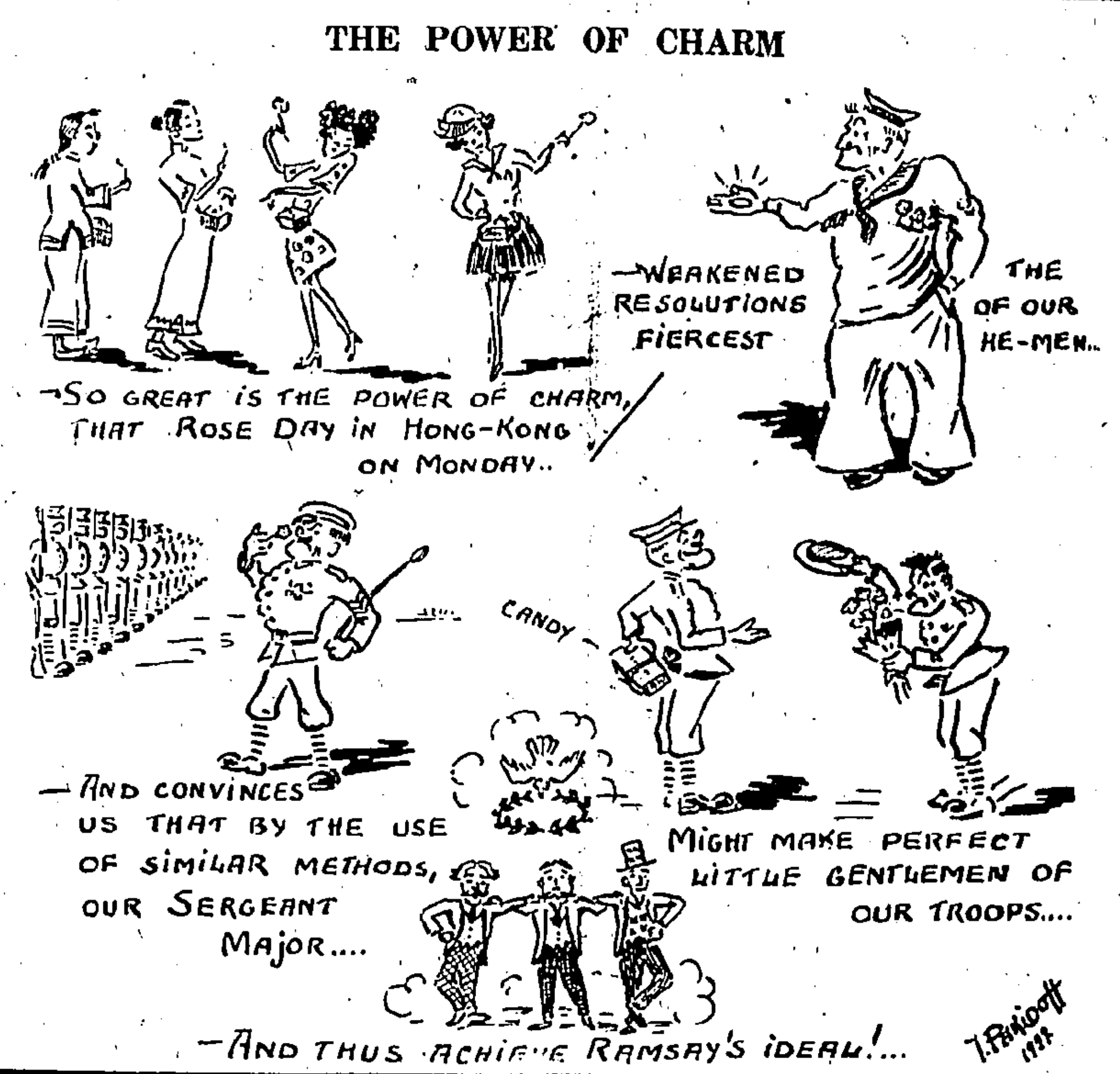
REPLY TO FRANCE
Moscow, Yesterday. The Soviet's reply to the French Note contains nine paragraphs. It reiterates that the Soviet consistently pursued a policy of peace, independently of the Kellogg Pact, and says that the Nanking Government in recent years has carried on a provocative policy towards the Soviet, the feature of which was the seizure of the Chinese Eastern Railway.

The opinion is expressed that if such an action were taken towards the United States, Britain, and France, they would have considered it sufficient cause for putting into force the reservations they made when signing the Kellogg Pact.

SELF DEFENCE
The reply goes on to declare that Nanking mobilised along the Soviet Manchurian railway, systematically attacking the villages. The Note argues that the Red Army acted in self-defence, and therefore in no way violated the obligations of the Kellogg Pact. "That cannot be said of the armed forces in Chinese territory of those Powers which have now appealed to the Soviet."

The Note also points out that the Kellogg Pact does not give any State or group of States the function of "Peace Enforcers" and reiterates that the Soviet-Manchurian conflict can be settled only by direct Sino-Soviet negotiations. The Soviet cannot admit interference by any other party.—Reuter.

A FUTURE THREAT
New York, Yesterday. The independent "New York Times" is quoted as saying that the Soviet-Manchurian conflict is a future threat to the peace of the world. The paper says that the Soviet-Manchurian conflict is a future threat to the peace of the world. The paper says that the Soviet-Manchurian conflict is a future threat to the peace of the world.



MARSHAL'S ESCAPE

PLOT TO CAPTURE CHIANG KAI-SHEK

JUST AVERTED

STARTLING STORY FROM NANKING

According to very reliable information which has reached Hong Kong, the mutiny of Shih Yu-san's troops (against the National Government) at Pukow, although serious in itself, was a blessing in disguise at least to Marshal Chiang Kai-shek as Commander-in-Chief and President of the State Council.

It is alleged that a plot had been hatched for the mutiny at Pukow to synchronise with a similar outbreak in Nanking. Nanking, the national capital, is on the south bank of the Yangtze River and Pukow is just across the river. Some of Chiang Kai-shek's own men are supposed to have "got at" and their part was to rush the President, capture and depose him.

The desired coup d'etat, however, was never attempted because of the lack of understanding with Pukow. Shih Yu-san's men acted before the pre-arranged time, so that Chiang Kai-shek immediately left his headquarters to take whatever steps necessary, strict vigilance was maintained and the would-be rebels in Nanking lay low instead.

BROKEN PROMISES
En passant, it is worth while pointing out who Shih Yu-san is. In May this year he took a leading part in founding the National Government, doing so on behalf of his old patron, the "Christian General." When the tide turned against him, he purposed to go over to Chiang Kai-shek. He received certain payments and, in return, promised allegiance. It is common knowledge that he was merely biding his time to return to the "Christian General's" fold. When the last campaign opened in North China, Chiang Kai-shek wisely kept him from the front. When Chiang desired to send him to Canton, his men mutinied and escaped with valuable material and rolling stock.

SUSPICIOUS MOVES
Hankow, Yesterday. Liu Shih returned here unannounced late last night and it is now officially denied that there is any cause to apprehend further attack from Shensi.

Definite orders have now been issued for the closing of the Generalissimo's headquarters, and Chang Chih-chung, chief of Staff, is leaving for the Capital.

(Continued on Page 2.)

BOMBING OF WUCHOW

Authentic Details of Attack by Aeroplane

It will be recalled that the Cantonese aeroplanes, by order of General Chan Chai-tong, bombed Wuchow on November 27. Details of the attack are now available.

Five bombs were dropped by two aeroplanes, four of the bombs bursting on the land and the other landing in the Fu River.

Eleven people were killed, and twenty-six were injured. For four days afterwards, long lines of citizens fled to the hills and nearby places, which resulted in some of them falling victims to the many plagues. It has been an awful time for the city, for many have not known what to expect the next hour. The suffering on the part of the poorer people has been considerable.

(Pictures will appear in the "China Mail" and "Sunday Herald" art supplements.)

STOP PRESS

Tokyo, To-day. It is authoritatively stated that Mr. Torikichi Obata has been offered the appointment of Minister to China, and that his acceptance is probable.—Reuter.

Shanghai, To-day. It is understood that the Pukow rebels are digging in at Wuri. Shih Yu-san, chairman of the Anhui Assembly, is now reliably reported, is heading the rebels, with headquarters at Fengpu.

The mutiny has been extended to the sixty-fourth Division in north Kiangsu and the second Mixed Brigade at Shantung, bringing the total number of revolted up to 30,000.

Chiang Kai-shek is rushing all available troops from Nanking to the Pukow front.

Parts of the Third, Fifth and Sixth Divisions have crossed the Yangtze and Chiang Kai-shek's foreign troops "Special Army" left for Canton to-day. It is fact that they have been sent to the front in response to the situation in regard to the rebels.

It is considered significant in some quarters that Chao Tai-wan, Yen Hsi-shan's representative, left for Shanghai from Nanking yesterday.

FIGHT FOR CANTON

CHINESE WARSHIPS IN COLONY

CONFIDENT YET IRONSIDES' COMING ATTACK

While neutral observers report further gains by the Kwangsi-ites in the campaign against the Cantonese, confidence in Canton as to the ultimate success of the forces loyal to the National Government has not decreased. In Hong Kong, the value of Central banknotes (a sound reflector of opinion) has recovered slightly. The best-informed circles, however, think that the real test of strength will not come until December 7 or during the week-end, when the Ironsides will launch a sustained attack in order to divert attention for the Kwangsi-ites to cross the West and North Rivers.

KWANGSI TROOPS ADVANCING
"Kwangsi forces are reported at Wing On and also at a point 15 miles from Samshui, on the North River," states a Royal Naval communiqué issued this morning. The Kwangsi-ites have been advancing along the West River. Samshui is at the confluence with the North River. Because neither the Kwangsi-ites nor the Ironsides have naval support at the moment, the Kwangsi-ites cannot cross and have therefore wheeled northward in order to avoid the Canton Navy. By doing so they will probably effect a junction with the Ironsides, who are further up the North River. Quick action is essential as more National reinforcements are arriving for the Cantonese from North China.

"Fighting is expected in the Samshui district very shortly," the communiqué adds "and the Samshui reaches are reported to have been closed to traffic."

NO SHIPPING ABOVE CANTON
Samshui is only 30 miles by railway from Canton, so that the danger to the Nationalist cause is obvious.

"The situation in Canton is quiet. No British ship is being allowed to proceed above Canton (this being by order of the British authorities for safety)."

Passengers who came down from Canton last night mention the sound of rifle shots in suburbs to the north of Canton city. It is believed that the military police took action in a spontaneous way to suppress resistance. Another version is that a number of suspected troops were on the qui vive and when other troops arrived, they were ordered to disarm them. The latter is the more probable version, as the military police are not supposed to take such action.

During the two battles at Lin-yue and Lungmoon, the division under General Hsu Yuen-cheng captured over 200 cannons and 6,000 rifles, and those under Liu Ching and Huang Chai-yu, 20,000 rifles.

(Continued on Page 2.)

LORD'S ATTACK ON THE SOVIET

LORD BIRKENHEAD OPPOSES RUSSIAN ALLIANCE

PROPAGANDA MENACE

ARCHBISHOP OF CANTERBURY ON RELIGIOUS WAR

In the House of Lords yesterday a lively debate was initiated by Lord Birkenhead on the question of the resumption of relations with Soviet Russia in which several Conservative Peers joined.

Lord Birkenhead, who moved a resolution that the resumption of relations was at present undesirable, attacked the Soviet Government's subversive acts of spreading anti-British propaganda throughout the Empire. The motion was carried by 43 votes to 21.

The Archbishop of Canterbury drew attention to the Soviet's attitude towards Christianity and inferred that representations could be made to alleviate the sufferings of religious people in Russia.

"A POLICY OF DESPAIR"

Rugby, Yesterday. The resumption of diplomatic relations with Russia was the subject of a debate in the House of Lords, initiated by Lord Birkenhead, who called attention to the recent Soviet revolutionary propaganda and invited a statement of policy of the Government, and moved a resolution that the resumption of relations at present was undesirable.

Lord Thomson, replying, said that the policy of the Government was to resume normal diplomatic relations with Russia with the least possible delay and, at the same time, to safeguard British interests not only in this country but throughout the world. The Government wanted to contribute to the maintenance of world peace and to expand British trade. It was the Government's view that relations with the Soviet Government should never have been broken off. The Policy of refusing relations because they could not accept the promises of the Soviet Government was a policy of despair. It would mean that the present state of affairs would continue indefinitely.

PLEDGE NOT GIVEN
Ambassadors had not yet been exchanged, and the pledge regarding propaganda had not yet been given. The Government had not renounced and would not renounce their right to take any measure they might think necessary to check foreign subversive propaganda from whatever source it might emanate.

Lord Brentford asked whether, in face of that declaration, if propaganda continued, either in Great Britain or in the Empire, instigated by the Russian Government, their envoy would be sent out again.

Lord Thomson replied, "If it is instigated by the Russian Government most certainly."

Lord Birkenhead, "Including the Third International?"

Lord Thomson, "Yes."

Continuing, Lord Thomson said he did not want to leave the impression that propaganda would cease as if by magic. It could not in the nature of things with a body like the Third International.

EXECUTIONS REGRETTED
Regarding the argument that relations should not be resumed with a country where atrocities and executions had taken place he said that the Government did not condone the atrocities, and regretted the executions, but they believed that the resumption of relations with Russia would tend to diminish the system of executions and atrocities which still prevailed there.

"We believe that it is in the best interests of our country to resume relations. We believe that it is absolutely indispensable for the general peace of the world, and that it is the reason why the Government are undertaking their present policy."

A WISE POLICY
Lord Reading, Liberal, approved of the Government's policy as sound and wise and in interests of real security for universal peace. He would have preferred to see an agreement definitely settling down the terms of relations that were to exist before the exchange of Ambassadors, but he hoped that when the conditions were laid down they would be as definite and as precise as possible.

The Archbishop of Canterbury drew attention to the attitude of the Soviet Government towards Christianity and all forms of religion, but he had received information that there was now a cessation of the more flagrant violations of the elementary principles of justice. He believed there would be a greater chance of securing some alleviation of the difficult position of religious people in Russia if representations could be made through the ordinary diplomatic means to the Soviet Government.—British Wireless Service.

MOTION WON
London, Later. The House of Lords carried Lord Birkenhead's motion by 43 votes to 21.—Reuter.

FIRST

CONSIDER

The Art of electrical advertising and illumination in its most beautiful and modern form — then install

NEON

"The Cold Light"

|| THE MOST EFFECTIVE AND
DIGNIFIED ILLUMINATION
KNOWN. ||

It attracts attention by pleasant means giving a continuous and distinctive light.

Obtainable in many colours which may be used separately or in combination.

For full particulars apply to

CHINA NEONLITE CO., LTD.

Exchange Bldg. ————— 2nd floor.

Exchange Bldg. _____ 2nd floor

DODWELL & COMPANY, LTD.

NEW YORK BERTH

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER & FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME)
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

PASSAGE RATES.

BRINDISI, VENICE & TRIESTE... \$75.0.0.
LONDON... \$83.0.0.

NEXT SAILINGS.

OUTWARD FOR KOBE, YOKOHAMA & MOJI.

S.S. "HILDA" Sails on or about 24th December.
M.V. "REMO" Sails on or about 2nd January.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.
M.V. "HIMALAYA" Sails on or about 28th December.
M.V. "VIMINALE" Sails on or about 7th January.
S.S. "HILDA" Sails on or about 25th January.
M.V. "REMO" Sails on or about 4th February.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:-
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$83 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.		
ASAMA MARU	Wednesday	11th December.
TAIYO MARU	Wednesday	5th January.
SEATTLE, VICTORIA via Shanghai & Japan Ports.		
YOKOHAMA MARU	Monday	16th December.
MISHIMA MARU	Tuesday	14th January.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.		
HAKONE MARU	Saturday	14th December.
SUWA MARU	Saturday	28th December.
SYDNEY & MELBOURNE via Manila & Ports.		
TANGO MARU	Wednesday	25th December.
AKI MARU	Wednesday	22nd January.
BOMBAY via Singapore, Penang, & Colombo.		
SADO MARU	Wednesday	11th December.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.		
ANYO MARU	Sunday	22nd December.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.		
WAKASA MARU	Friday	6th December.
NEW YORK, BOSTON via Panama.		
TAKAOKA MARU	Thursday	19th December.
LIVERPOOL via Port Said, Constantinople, Genoa.		
DAKAR MARU	Tuesday	10th December.
CALCUTTA via Singapore, Penang & Rangoon.		
PENANG MARU	Monday	9th December.
SHANGHAI, KOBE & YOKOHAMA.		
RANGOON MARU (Moji direct)	Friday	6th December.
HAKOZAKI MARU	Monday	9th December.
+ Cargo only.		

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 202, 3897 and 3821. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.		
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.		
MANILA MARU	Tuesday	24th December.
BOMBAY—Via Singapore & Colombo.		
GANGES MARU	Thursday	5th December.
SUMATRA MARU	Thursday	19th December.
(Call at Penang & Karachi).		
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOZAMBIQUE—Via Singapore & Colombo.		
MEXICO MARU	Thursday	2nd January.
CALCUTTA—Via Singapore, Penang & Rangoon.		
CELEBES MARU	Wednesday	18th December.
(Call at Belawan, Deli).		
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.		
MELBOURNE—Via Manila, Brisbane & Sydney.		
SYDNEY MARU	Friday	13th December.
HAIPHONG—Via Hobei & Pakhal.		
MENADO MARU	Thursday	12th Dec. 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.		
HAGUE MARU	Friday	6th December.
JAPAN PORTS.		
BORNEO MARU	Sunday	8th December.
ATLAS MARU	Friday	12th December.
NITO MARU (via Keelung)	Wednesday	11th December.
KEELUNG—Via Swatow & Amoy.		
CANTON MARU	Sunday	8th December, Noon.
HOLAN MARU	Sunday	15th Dec. Noon.
TAK (via Swatow & Amoy).		
DELI MARU	Thursday	5th Dec. 10 a.m.
TAKAO & KEELUNG.		
SATYAMA MARU (Call at Amoy)	Wednesday	11th December.
For further information please apply to—OSAKA SHOSHA KAISHA 100, Nishikojima, Yokohama.		



SHIPPING SECTION.

"ASAMA MARU" GUESTS

COLONIAL SECRETARY EXPRESSES ADMIRATION

N.Y.K. A HOUSEHOLD WORD

Members of the Legislative Council and other leading residents were the guests of the Nippon Yusen Kaisha, Hong Kong branch, at dinner on board the new motor liner "Asama Maru" (during her initial stay in harbour) last night.

Mr. S. Kinoshita (manager) proposed the toast of the King. The Hon. Mr. W. T. Southern, C.M.G. (Colonial Secretary) proposed the health of H.I.M. the Emperor of Japan. Mr. M. Nonomura (acting Japanese Consul-General in Hong Kong) also spoke during the evening.

The Chairman said that speaking on behalf of the N.Y.K., he could not find sufficient words to express his appreciation of the presence of so many distinguished guests aboard the new ship on the occasion of her initial call at this port, which will be the regular home port for her and other ships of the Company's Pacific Fleet.

Fostering Progress

It was the desire of the N.Y.K., for years past to bring about an improvement in the trans-Pacific service by making new additions to the fleet to meet the requirements of the travelling public and to cope with the future expansion of trade. It was thus decided to build three new motor ships for the California service and three more for the Seattle service. The "Asama Maru" was the first of the new ships to be employed on the former service.

"The Asama Maru" was being introduced to the Pacific run in the hope of meeting the requirements of the commercial and travelling public, for the development of closer relations between the Orient and America; and by so doing, to contribute towards the prosperity of the Port of Hong Kong. It was, therefore, hoped that the kind assistance and support of the public would be given to the new venture as in the past 34 years since the N.Y.K. office in Hong Kong was first established.

Mr. Southern's Reply

In reply the Colonial Secretary expressed thanks on behalf of all present for the wonderful hospitality shown by the N.Y.K. and the officers of the ship. He recalled the conditions under which he travelled many years ago when he first went to the Ceylon with the accommodation offered by the "Asama Maru," and expressed the opinion that the steamer quarters of that ship was superior to the first class accommodation in the ship which first brought him to Hong Kong. The N.Y.K. had long been a household word, not only in Hong Kong, but in many other parts of the Far East, and fresh lustre was added to this fame if one could add lustre to a fame (laughter) by the magnificent vessel which represented N.Y.K.'s latest venture.

The N.Y.K. represented that new spirit of progression which was sweeping through Japan, and the "Asama Maru" in particular was a fine example of that desire on the part of our Japanese friends to advance with the times in the same manner that Western nations were progressing. He had it on the authority of the Chairman that the ship was built entirely in Japan, her fittings and furniture being made in London. He congratulated the Japanese shipyards on an achievement which could not be excelled by the shipyards of the world, other than perhaps the redoubtable shipyards of Hong Kong. (Laughter and applause). The speaker concluded by wishing the N.Y.K. and the officers of the "Asama Maru" success in the new venture.

Mr. M. Nonomura, the acting Consul-General for Japan, said that merchant ships carry not only cargoes of merchandise but cargoes of culture, and consequently those cities which were the ports of the world were always ahead of inland cities pertaining to civilisation. He saw in Hong Kong an instance of this fact. (Loud applause). It was a common saying amongst scholars and thinkers that civilisation as known to the Western mind was moving from the Atlantic to the Pacific ocean, and it was not denied that the cultures of the East and of the West were culminating in perfect in the Orient.

GREAT EVENT

One of the great shipping events in the recent maritime history of the Pacific Ocean is the placing by the N.Y.K. Line three ultra-modern passenger ships on its Orient-California service. The "Asama Maru," the first of the superb trio, is now in Hong Kong. She will be followed by her sister ships, the "Chichibu Maru" and "Tatsuta Maru," in April next year. The construction of these superb passenger liners was undertaken as part of the N.Y.K. Line's building programme to cope with the increasing demand for trans-Pacific service.

with the phenomenal progress and radical improvement in the art of shipbuilding as well as the tremendous increase in passenger traffic in recent years, especially on the Pacific.

Epoch-Making

This epoch-making enterprise of the N.Y.K. Line is, however, not at all extraordinary to those who are familiar with the history of the Company, but is merely a further example of the traditional policy of the Company, whose chief concern in its long history has been the betterment of its service for the benefit of the general travelling public. It will not, therefore, be out of place to make brief mention here of the history of the Company.

The organisation of the Nippon Yusen Kaisha dates back to 1885, when it came into existence as the result of the amalgamation of two separate shipping concerns, i.e., the Mitsubishi Company and Kyodo Unyu Kaisha. The capital of the Company was then Yen 11,000,000 and the combined fleet comprised 68 steamers of 68,700 tons gross.

Rapid Expansion

Soon after its formation, the Company, while maintaining the services originally inaugurated by the predecessors, opened new lines to Korea, North China and Vladivostok. In 1891, it started a service to Manila, and in the following year, the Japan-Bombay line was opened, the first regular Japanese steamship service with a far eastern country.

In 1896, the year directly after the termination of the Japan-China War, the inauguration of three trunk lines of combined passenger and freight service to London, Seattle and Australia was effected. In the same year, for the purpose of expansion, the Company's capital was increased to Yen 22,000,000, and more than 12 new steamers were built both at home and abroad, with the result that, by the end of September of that year, the N.Y.K. owned and operated 54 steamers of about 100,000 gross tons.

The decade from 1895 to 1905 was remarkable for a rapid and general expansion of the foreign trade of Japan, and in furthering this expansion, there was a more important and efficient auxiliary than the N.Y.K., the prosperity of which has kept even pace with Japan's growth as a factor in international commerce. The growth of the N.Y.K. during this period can clearly be seen from the fact that the fleet it owned at the end of September, 1905, which was 73 vessels, their gross tonnage amounting to 250,000.

Magnificent Fleet

Following the close of the Russo-Japanese War of 1904-1905, the N.Y.K. began a new development of its ocean services with its own magnificent fleet. One of the important additions made by the Company to its lines of service was the opening, in 1911, of its Calcutta line, which, together with its long-established Bombay Line, has been a leading factor in the establishment of intimate and greatly increased trade relations between India and Japan.

The progress made by the N.Y.K. in the decade from 1905 can be well seen by the fact that the number of the steamers owned by it at the outbreak of the Great War in 1914 was 88 representing over 380,000 gross tons, which means an increase of more than 130,000 in tonnage from that of the previous decade.

Noteworthy Achievement

In 1915, the Company again doubled its capital, making it Yen 44,000,000. In June, 1916, it started a regular freight service between the Mar East and New York via the Panama Canal, establishing a direct water communication between the Far Eastern ports and those on the eastern shores of the U.S.A. Other regular lines initiated by the Company during the period from 1914 to 1919, include a direct freight service to New Zealand, Japan-Tringtao Line, Japan-Java-Calcutta Line, Japan-Java-Seattle Line, Calcutta-New York Line, and also the extension of its Japan-London-Antwerp Service to Hamburg.

A noteworthy achievement accomplished about this time was the re-organisation of its Japan-Europe passenger service steamers. From November, 1921 to November, 1923, the N.Y.K. added three new 15,000-ton liners to its already magnificent European fleet. During the year 1922, the increase of passenger traffic between Japan and India necessitated the opening of a regular passenger service from Japanese ports to Bombay.

Shanghai "Express" In 1922, another achievement of a splendid nature was accomplished by the N.Y.K. in placing two sister ships, s.s. "Nagasaki Maru" and s.s. "Shanghai Maru" of 5,600 gross tons each, which embody the highest ideals of a passenger carrier, and a high speed flyer, on the ferry service between Nagasaki and Shanghai. These high speed vessels, covering the entire distance in about 28 hours, created a new epoch in the near-sea passenger traffic of the East. In 1924, the service was extended to Kobe.

In March, 1923, the Company's coasting services, including the Formosa Line, the North China Line, the Saghalien Line, the Bonin Islands Line, etc., were separated from the other far-sea-going services and incorporated as the Kinki Yusen Kaisha. The capital of the K.Y.K. Line is Yen 10,000,000 and is entirely owned by the N.Y.K. Line. The present fleet of the K.Y.K. Line numbers 46 vessels, aggregating 133,000 tons gross.

March of Times

In March, 1928, as the result of the partial amalgamation of the Tokyo-Kaisha Line, the N.Y.K. Line, the latter took over the year liner's two important Pacific services, namely, the Orient-California Line and the South American West Coast Line, together with 9 steamers on those services, the total tonnage of which vessels amounted to 115,000. In consequence of the merger, the capital of the N.Y.K. Line was increased to Yen 109,350,000.

From the foregoing resume, it will be seen that, ever since its creation in 1885, the N.Y.K. Line has kept even pace with the march of the times, devoting all its attention and energy to the betterment of its service, passenger or otherwise, and its steamers, all characterised by the utmost comfort and cleanliness, courtesy of attendance and excellence of cuisine, have won a high place in the esteem of discriminating travellers.

When its present shipbuilding plan is complete, that is to say, at the end of the summer of next year, the fleet of the N.Y.K. Line (and the K.Y.K. Line) will number 150 vessels of 875,000 tons gross and hold the proud ranking of the third largest of the great shipping companies of the world.

STEAMER WRECKED

Founders On Reef In The South Seas

Pago-Pago, Samoa, Yesterday. "Going fast," was a signal from the British steamer "Norwich City" on November 30. She was ashore on Gardner Island, 80 miles south-west of Honolulu. The message resulted in a rush of ships to the rescue, and at length a wireless was received from the steamer "Troncatte" that she and another steamer, "Herald," had sighted the "Norwich City" on December 4. The steamer was beached but heavy surf breaking the reefs on the surrounding island, hampered the rescuers. So far three of the crew have been taken on the "Troncatte." Eleven were drowned when the "Norwich City" struck the rocks. The vessel is probably a total loss.

Later. Twenty of the crew of the "Norwich City" are marooned on Gardner Island, lacking food and water. Heavy seas and dangerous coral-reefs are preventing their rescue.—Reuter's American Service.

WARSHIPS IN PORT

British warships in port this morning were:—
In basin of R.N. Dockyard: "Tamar," "Cornflower," "Petersfield."
At north arm: "Iroquois," "Scraph," West wall: "Kent" (flagship).
In Dock: "Marazion," "Seamew," "Magnolia."
No. 4 Buoy: "Herald."
Whampoa Dock: "Cornwall."
Foreign Men of War
Foreign men of war in port were the Portuguese gunboat "Macao," and the Chinese gunboats "Mingsang," "Wing Keng" and "Chu Tung."

"KOCHOW" RESOLD

When put up for auction last week, the West River boat, "Kochow" was knocked down to Mrs. Chan Yuk-hing for \$60,000. Yesterday she was re-sold by auction for \$40,000 to Mr. Li Wong-wu, because, it was stated, that there had been some misunderstanding about the bargain money to be paid at the fall of the hammer.

MOVEMENTS OF STEAMER

The C.P.S. R.M.S. "Empress of Asia" arrived at Yokohama on December 4 (Wed.) at 4.30 p.m., left Yokohama on December 5 (Thurs.) at noon, and due at Hong Kong on December 12 (Thurs.), a.m. She leaves Hong Kong on December 12 (Thurs.) at 5 p.m.

CONSIGNEES' NOTICES

Consignees of cargo ex M.V. "Viminale" are reminded to take delivery of their goods which will be subject to rent after December 10. Consignees of cargo ex M.V. "Danmark" are reminded to take delivery of their goods which will be subject to rent after December 10.

WORLD'S GREATEST TRAVEL SYSTEM

GO THIS WAY TO EUROPE

The largest and fastest ships on the Pacific speed you to

Victoria and Vancouver...

luxurious trains take you to

Banff or Lake Louise... then

a stop-over at Toronto, with

a trip across Lake Ontario to

Niagara Falls... after that,

Montreal and Quebec, where

you embark for Europe via

the beautiful St. Lawrence

route... boats, trains, hotels

all Canadian Pacific!

Next Sailing to the Pacific Coast

E/ASIA, Noon, December 18th.

CANADIAN PACIFIC STEAMSHIPS

"Always carry Canadian Pacific Express Company's Travelers' Cheques... Good the World Over!"

BRITISH WUCHOW LINE

DECEMBER SAILINGS.

DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"

[1,088 tons—Capt. Trott.]

DECEMBER.

FRI. 6th SUN. 22nd

WED. 11th FRI. 27th

MON. 15th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

DECEMBER.

SUN. 6th TUES. 24th

FRI. 13th SUN. 29th

WED. 19th

For information apply to

KWONG WING Co., Ltd.

87, Connaught Road West.

Phone: Central 893.

American Express Travelers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and £5 and £10 denominations—bound in a small handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and itineraries; or plan your cruise or tour through.

THE AMERICAN EXPRESS CO., INC.
4, DES VOEUX ROAD CENTRAL, Hong Kong.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT... ELLERMAN LINE

S.S. "CITY OF SHANGHAI" London, Rotterdam & Hamburg... 9th December.

NEW YORK, BOSTON, & BALTIMORE... AMERICAN & MANCHURIAN LINE

S.S. "URBINO" via Suez Canal... 31st December.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE... AMERICAN & ORIENTAL LINE

S.S. "LARCHBANK" 2nd January.

MAURITIUS & SOUTH AFRICA... ORIENTAL AFRICAN LINE

S.S. "TINHOU" 5th December.

Loading for Mauritius, Ramon, Delagoa Bay, Durban, East London, Agou Bay (Port Elizabeth), Mossel Bay and Cape Town.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chiside, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

Telephone Central 4791.

THE BANK LINE LTD.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
RAWALPINDI	16,619	7th Dec. Noon	Bombay, Marseilles & London.
*BELTANA	—	18th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*ALIPORE	5,272	19th Dec.	Straits, Colombo & Bombay.
MALWA	10,930	21st Dec.	Marseilles & London.
*KHYBER	9,114	28th Dec.	Marseilles, London, Hull, Hamburg Rotterdam & Antwerp.

* Cargo only. † Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*TAKIWA	7,036	11th Dec.	Singapore, Penang & Calcutta.
TILAWA	10,006	30th Dec.	Singapore, Penang & Calcutta.
TALAMBA	5,018	31st Dec.	Singapore, Penang & Calcutta.
TAKADA	6,949	14th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	28th Jan.	Singapore, Penang & Calcutta.

* Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	3rd Jan.	Manila, Sandakan, Thursday, Island.
NELLORE	6,853	31st Jan.	Cairns, Townsville, Brisbane, Syd-
TANDA	6,950	28th Feb.	ney & Melbourne.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to
Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hullo,
Cebu, Kolumbugan, Tawau, Timor, Darwin, or other ports en route as in-
ducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TILAWA	10,006	5th Dec.	Amoy, Shanghai, Kobe & Osaka.
RAJPUTANA	16,508	6th Dec.	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,500	10th Dec.	Amoy, Kobe, Osaka & Yokohama.
TALAMBA	5,018	11th Dec.	Amoy, Kobe, Osaka & Yokohama.
*JEYPORE	5,318	13th Dec.	Shanghai, Kobe & Yokohama.
KHIVA	9,136	21st Dec.	Shanghai, Kobe & Yokohama.
*MIRZAPORE	6,716	21st Dec.	Amoy, Kobe & Osaka.
TAKADA	6,949	24th Dec.	Amoy, Kobe & Osaka.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cables are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

HONG KONG AND MACAO LINE

in Good Speed

S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to:—

CHUEN ON STEAM BOAT CO. LTD.

4, Connaught Road W. Tel. C. 5061.

DUBLIN AS A FREE
PORT OF CALLHARBOUR ENGINEER'S VIEWS
AND CLAIMS

DOING AWAY WITH DELAYS

The development of a free port at
Dublin has been dealt with by Mr.
Joseph Mallagh, Engineer-in-Chief
to the Port and Docks Board.

The advantages of such a port, he
points out, would be to do away with
the delays due to the present system
of Customs entry and clearance of
ships and cargoes; the equalisation of
incoming and outgoing cargoes, with
consequential lowering of freight
charges; greater concentration of
work and expedition in handling
cargoes and storage.

The more economic handling of
traffic would give an impetus to pro-
duction, with benefit to shippers, con-
signees, and consumers. Interest on
large sums of money would be saved
by avoiding the tying-up of funds for
Customs duties whilst goods are held
in warehouses. The growth of export-
ing firms would be encouraged by en-
abling them to hold goods for certain
periods without payment of duty.

Mr. Mallagh claims that the Irish
Free State Government should direct
its Tariff Commission to inquire into
the feasibility of a free port, and he
suggests that the present Commis-
sion, constituted by three civil ser-
vants of the Free State Government,
should be strengthened by the inclu-
sion of business and shipping rep-
resentatives for the purpose of such an
inquiry.

A free port, he urges, may become
a means of fostering a successful
foreign trade, and attention, he con-
siders, should be given to this under-
lying idea. The problem would be, as
regards Dublin for instance, how to
alter present conditions as to make
the port increasingly attractive to the
great interests represented by ship-
owners, importers, and producers, the
three interests that influence the de-
velopment of every port.

Loading and Unloading
It is necessary that the port
authorities should provide efficient
loading and unloading equipment.
There should be convenient and ample
storage on quays adjacent to where
ships are berthed, and coupled with
these conditions is the further essen-
tial that there should be shiprepairing
facilities.

A free port would tend to provide
all these conditions. In such a port
there would be no red tape regulations
that would cause delay to a vessel.
Work on cargo could begin at any
time, day or night, after a vessel is
berthed. The effect of a quick
handling would be to enable lower
freights to be charged to Dublin than
to other Irish or in fact British ports,
such as Belfast or Liverpool or Glas-
gow.

In the case of dutiable goods, the
merchant would have full authority
over them. He could sample, or blend,
or repack without restriction and at
reduced costs. The goods could be
warehoused until markets were con-
sidered more favourable, and then
pass them through the Customs for
home consumption or re-export them
to foreign countries. The free port
would provide a distributing centre for
inward consignments and a concentra-
tion point for outward cargoes.

It is hoped that the long-expected
report of the Ports and Harbours
Tribunal will deal with the question of
a free port in Southern Ireland.

There was some anxiety over the
stranding of the "Otterpool," 4,867
tons gross, built in 1926 and owned
by Sir R. Ropner and Co., Ltd., when
she was en route for Tortugas on a
voyage from Newport News and
Tampa for this country, but she was
subsequently reported to have refloat-
ed and has proceeded.

CONSIGNEES.

THE EAST ASIATIC CO. LTD.
COPENHAGEN.

The Motor Vessel
"DANMARK"
having arrived, Consignees of cargo
are hereby informed that all goods
are being landed and placed at their
disposal at the wharves of the Hongkong
& Kowloon Wharf & Godown Co., Ltd.,
where delivery can be obtained as soon
as the goods are landed.

No claims will be admitted after the
goods have left the Godowns, and all
goods remaining undelivered after the
10th December, 1929, at 4 p.m., will
be subject to rent.

All broken, chafed and damaged
goods are to be left in the Godown,
where they will be examined by
Messrs. Anderson & Aho on the
9th December, 1929, at 10 a.m.

All claims against the vessel must
be presented to the Underwriters before
the 13th December, 1929, or they will
not be recognised.

No fire insurance will be effected.
Bills of Lading will be counter-
signed by
JOHN MANNERS & CO., LTD.
Agents.

Hong Kong, 3rd December, 1929.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

These New Vessels Maintain a Regular Service from

HONG KONG TO AUSTRALIAN PORTS

via MANILA and THURSDAY ISLAND

Through Bills of Lading issued to all Australian, New Zealand

and Tasmanian Ports.

Excellent and Most Up-to-Date First and Second Class Passenger

Accommodation.

HONG KONG TO SYDNEY—15th DAYS.

Steamers	Due Hong Kong	Due in Sail
CHANGTE	10th December	17th December
TAIPING	7th January, 1930	14th January, 1930

For Freight and Passage apply to: BUTTERFIELD & SWIRE.

Tel. C. 30. Agents.

KAIPING HOUSEHOLD COAL

In Lots of not

less than

1½-ton—

Delivered to

Peak District

(above Bowen

Road), \$23.00

per ton.

Delivered to

Bowen Road

and Lower

Ley, \$21.00

per ton.

Delivered to

Pokfulam

Road, \$23.00

per ton.

Delivered to

Kowloon, \$19.00

per ton.

THE KAILAN MINING ADMINISTRATION.



Head Office:—TIENSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

THE KWONG HIP LUNG CO. LTD

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS AND
IRON FOUNDERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two Slipways and can
accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong, Tel. Central No. 452.

Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 2.

Estimates furnished on application.

Hong Kong, April 1, 1924.

PASSENGER LISTS

ARRIVING

Per s.s. "Hakozaki Maru" from

Europe on December 8, 1929:—

Mrs. E. A. Burn, Miss H. Dick, F.

Lickley, Mr. and Mrs. L. D. Lipsey,

Miss M. Lipsey, Miss M. Lipsey, Mr. and

Mrs. J. Lizaraga, Mr. Lopez, Misses

Lopez, Miss L. A. V. Mittas, R.

Paradies, Misses C. and E. Paradies,

Misses L. and M. Sanz, W. A.

Stegner and son, Mr. and Mrs. J. A.

Tarrant, Miss E. C. Tarrant, H.

Assadourian, S. E. Britten, Mr. and

Mrs. R. C. Carter and family, Mrs.

L. M. Ferguson, Miss J. Ferguson,

Mrs. G. G. Hayward, Miss J.

Hayward, G. M. Headley, F. H.

Hiscock, Mrs. H. L. Mecklenburgh,

Mr. and Mrs. E. S. Trock, Miss L. M.

Trock, Von Alpen, Mrs. M. A. Wells

and son, Baron T. Arjil, Choocho Cho,

K. Morishige, M. Suzuki and family, N.

Fujioka, S. Hijikata, Comdr. S.

Inouye, K. Kan, K. Kishimoto, S.

Kishihama, J. Koh, Mrs. M. Krupsky,

Mr. and Mrs. K. Kumoi, S. Kunitomi,

Mr. and Mrs. E. Larsen, Miss J.

Louis, Miss Mary, Mr. and Mrs. M.

Mayeda, T. Nakamura, H. Nishikawa,

Mr. and Mrs. Okano, K. Sakaguchi,

K. Sekiguchi, S. Shibata, S. Shimizu,

T. Takeda, J. Takibuchi, Viscount A.

Kiki, S. Toyofuku, Dr. T. Watanabe,

Mr. and Mrs. Y. Yoshimura, O.

Yoshimura, Y. Yoshimura, T. Yuasa.

ARRIVALS

Per s.s. "Asama Maru" from

Shanghai on December 2:—

J. G. Taylor, Mrs. Ellen H. Taylor,

Mr. and Mrs. M. S. Rice, J. Vieweg,

E. T. Miller, Mr. and Mrs. Russell O.

Gillard, S. Peter C. Sarap, Jose M.

Ortiz, Mrs. Monzell F. Ortiz,

Severo Castano, Miss Paz H.

Castano, Jello Castano, Elinaldo

Castano, Miss Lydia May Rediger,

Mrs. Helen M. Chen, Mr. and Mrs.

Thomas Barry, Mr. and Mrs. Jas. G.

Stout, L. A. da Rocha, Miss S.

Carreiro, Carlos de Lallinde, R. B. van

Staven, Miss Marie Barbe, Miss

Marie Tinawin, M. G. Musug, G. C.

Onigoco, Masulin Adriano, Mr. and

Mrs. W. W. Mein and family, Miss

Dinal Berry, Samuel N. Castle, Miss

M. B. Lloyd, Mr. and Mrs. C. H.

Douglas, Hon. Mr. and Mrs. F. B.

McCurdy, Mr. and Mrs. Gilbert S.

Perez and family, L. B. Shiles, Mr.

and Mrs. H. C. Pullen, Miss Lela

May Brown, M. C. Check, Rev. John

C. Dekorne, Mrs. Nettie G. Dekorne,

Miss V. C. Elliot, Mr. and Mrs. B. C.

Ewer, Mr. and Mrs. A. Gaskill, Miss

M. N. Gaskill, A. H. Corveths, Mr.

and Mrs. D. E. Evans, Mr. and Mrs.

R. Lo Nevo Foster, James Morgan

Hatchinson, Mr. and Mrs. H. M.

Hodges, A. C. Mack, F. C. Mayer,

Sir Henry Pollock, C. A. Pratt, Mr.

and Mrs. F. V. d'Almeida, J. M.

Alves, J. F. Dimayuga, D. Sander,

Bardo, J. Haddler, A. G.

Wassanich, Miss E. I. Chenalloy, Miss

Johnstone, Mrs. W. Ford, M.

Pechinks, Miss S. A. Dvoyshes.

Per s.s. "Isar," from Europe via

ports, December 2:—

O. J. Heijgers, H. Haack

and Mrs. A. Haack.

DEPARTURES.

Per s.s. "Isar," for Shanghai, De-

cember 2:—

P. Dethlefsen and J. G. de Costa.

Passengers in transit and depart-

ed from Hong Kong for United

BARBER WILHELMSSEN
LINETRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING

M.S. "TAI YANG"

on DECEMBER 17th

for

SHANGHAI, KOBE, YOKOHAMA,

SAN FRANCISCO, LOS ANGELES,

NEW YORK & BOSTON

42 Days To New York.

For Passenger and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1030.

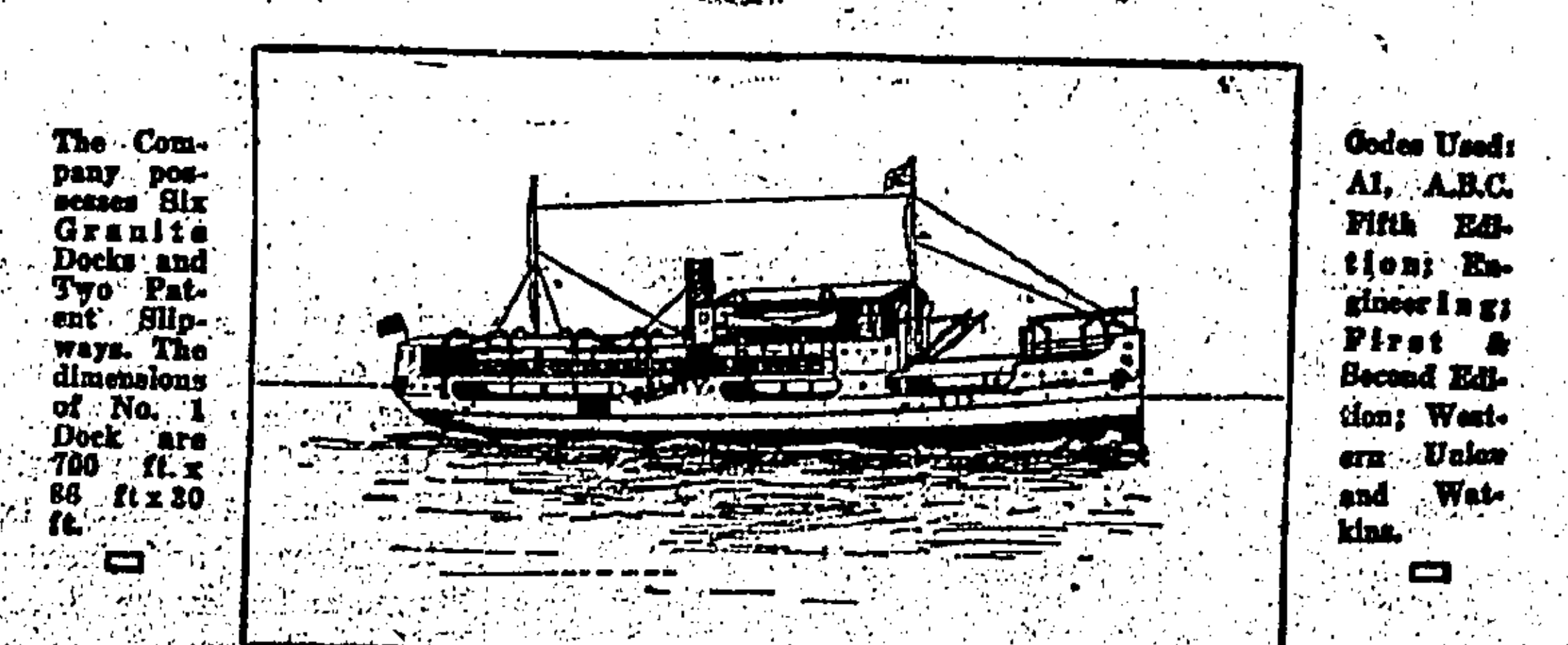
Christmas
1929

Our exclusive selection of
artistic and choice
Private
Christmas Cards
will convey just that little
message of Good-will to your
friends in other parts of the
world.

THE NEWSPAPER ENTERPRISE, LTD.
"China Mail" Bldg. . . . 3A, Wyndham Street

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER
MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS,
ELECTRICIANS.

M.S. "SUGHO"

Single screw steed passenger and cargo motor ship. Dimensions:— 154' 0" R.P.
x 22' 0" M.D. x 11' 6" M.D. D.W. 470 tons; R.H.P. 360; Speed 10½ knots. Built
and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the
order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

WATSON'S DRY GINGER ALE

IS UNEQUALLED — WHETHER AS
A REFRESHING NON-ALCOHOLIC
BEVERAGE — OR COMBINED WITH
WHISKY, BRANDY OR GIN . . .

Prepared from our own special formula.

NO HOUSE SHOULD BE WITHOUT IT.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS
Established 1841.



"PHONE"
K. 32
OR
C. 1279
FOR
LAUNDRY,
DRYCLEANING
OR
DYEING
SERVICES.

FURNITURE COVERS, TAPESTRIES, EMBROIDERIES,
NET AND ART-CURTAINS CAN BE BRIGHTENED UP
BY SKILFUL CLEANING OR DYEING IN OUR DRY
CLEANING DEPT. (CARPETS SPECIALLY
SHAMPOOED).

THE STEAM LAUNDRY CO.

Shanghai Laundrymen, Dyers and Drycleaners.
HEAD OFFICE & WORKS: HONGKONG, Tel. K. 21. KOWLOON HOTEL DEPOT.
HONG KONG DEPOT: 18, Stanley Street, Tel. C. 1279. PEAK HOTEL DEPOT:
HONGKONG HOTEL (Visitors only).
(Write or Phone for complete Price List)

STAR

FAREWELL PERFORMANCES
OF

THE SAMOAN DANCERS

2 FULL HOURS 2
OF

SONGS that haunt the ear
DANCES that get under the skin

"Somehow they give one the feeling of glorious intoxication
— and — an acute desire to throw oneself into the rhythm
and simply go mad!"

Peking and Tientsin Times.

POSITIVELY YOUR LAST CHANCE OF SEEING THIS
UNIQUE TROUPE TO-NIGHT AT 9.15

Booking at Moutrie's and the Star. Popular Prices \$3, \$2 and \$1.

GREAT CLOSING-UP

SALE

All Stocks must be cleared, including
ALL THE NEW SEASON'S GOODS.

To make room for rebuilding our
Premises.

MANY WONDERFUL BARGAINS
ON VIEW.

COME

EARLY

DON'T MISS THIS OPPORTUNITY.

YEE SANG EAT CO.

WHITEAWAYS

A
SPECIAL SALE
OF
"ELFIN" VACUUM FLASKS
TO REDUCE STOCK

The glass container of these flasks is made of excep-
tionally strong glass. The only flask made with a
glass cup.

SPECIAL
PRICES
TO
CLEAR STOCK

1. Pint Size Quart Size.
\$1.95 \$3.75

FIRST FLOOR SHOWROOMS.

WHITEAWAY LAIDLAW & CO., LTD.
HONG KONG.

The China Mail.

[Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$36, payable
in advance. Local delivery free.]

Overland China Mail.

[The weekly edition of the "China
Mail." Annual subscription, H.K.
\$18 including postage \$15, payable
in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Office: Central 21.
Editorial: Central 4841.
Cable Address:—Mail, Hong Kong.

London Offices:—The Far East-
ern Advertising Agency (London).
Ltd., 25-27, Southampton Street,
Strand, W.C.2.

Hong Kong, Thursday, Dec. 5, 1929.

THE ROUMANIAN PROBLEM

The Government of the
"National Taranists" has now
been in power in Roumania for
something over a year. The
highest hopes have been based on
this Government, and it may be
freely admitted that these hopes
were not justified.

The progress of Dr. Maniu's
Government has been slow; but
it was confronted with a task of
enormous difficulty, with which it
could only cope by degrees.
Among the most important prob-
lems in Roumania since the
war has been that of her National
Minorities.

Roumania, with a population of
some 16,000,000, has within her
frontiers something over 4,000-
000 of national, linguistic or re-
ligious Minorities, including well
over 1,000,000 Magyars, some
three-quarters of a million each
of Jews and Germans, half a mil-
lion Ukrainians, and large num-
bers of Bulgarians, Russians,
Turks, Tartars and others.

Under a Treaty signed with the
Allied and Associated Powers
after the war and placed under
the guarantee of the League of
Nations, Roumania is bound to
grant these Minorities certain de-
finite rights which place them in
an equivalent position to her
Romanian-speaking citizens.

It is common knowledge that
under the Liberal Government
the provisions of this Treaty were
often disregarded. The com-
plaints of the Minorities were not
indeed always well founded; many
of the complaints received by the
League from the Hungarian Min-

ority, in particular, seem to have
been factious and unjustified.

This may, however, be balanc-
ed off against the undoubted fact
that some of the more backward
Minorities in Eastern Roumania
suffered under real grievances
which were never voiced either
because the sufferers were afraid
to appeal, or even because some
of them were actually unaware
of the existence of the Treaty.

Dr. Maniu's Government has
already done something to repair
the faults of omission and com-
mission of the Liberal Govern-
ment; but it does not appear that
the treatment of Roumanian
Minorities is yet in all respects in
accordance with the Treaty.

It is, therefore, of singular in-
terest to learn that the Govern-
ment has now entrusted a Parlia-
mentarian (M. Popp) who is gen-
erally respected in Minority
circles, to undertake a journey
through the various States of
Europe to study the experiences
of other Governments in dealing
with Minority questions, and to
make proposals to the Roumanian
Government for a general regu-
lation of its Minority problems on
the basis of his studies.

If Roumania succeeds in creat-
ing a system satisfactory alike
to her Roumanian-speaking na-
tionals and her Minorities it will
be one of the most hopeful signs
of modern political life. The
question of Minorities in Europe
is one of the most serious with
which the League of Nations has
to deal. Yet had there been no
Minority problems in the Austro-
Hungarian Empire in 1914, the
world war would never have come
about.

NEWS IN BRIEF

The death is announced by Reuter
from Washington of Mr. James
Noonan, President of the Federation
of Labour.

The forthcoming wedding is an-
nounced of Mr. Walter Dunbar
Fiddes-Wilson, c/o Messrs. Jardine,
Matheson and Co., Ltd., Tientsin, to
Miss Lella May Thierman Clarke, No.
508, The Peak.

The Director of Medical and
Sanitary Services (Hon. Dr. A. R.
Wellington) has recovered from his
recent severe attack of influenza.
Dr. Wellington has left with Mrs.
Wellington for Macao, where he will
spend 10 days in recuperating.

A pretty calendar for 1930 has
been received by the "China Mail"
from Messrs. Bates, Massey & Co.,
Limited, agents for the Westing-
house Electric International Co.
The local agents of the Manu-
facture Life Assurance Co. and the
Lancet, have also received a
copy of the calendar, a useful ad-
dition to any office.

ST. STEPHEN'S SALE OF WORK

IN AID OF MINISTERING
CHILDREN'S LEAGUE
WEAVING FROM MANILA

The St. Stephen's Girls' College was
the scene of much gaiety this morn-
ing, when a sale of work was held in
the Kwok Shu-lau Hall by students of
this and the Fairies schools, in aid of
the Ministering Children's League.

All sorts of useful and dainty arti-
cles were on sale. Pretty table cloth
and other weaving work direct from
Manila, lacquer wares, calendars,
and other things too numerous to men-
tion were attractively displayed to
tempt buyers.

There were also some pretty work
and paper baskets for sale, manufac-
tured by the women prisoners in Vic-
toria Gaol.

Many of the competitions, including
the inevitable coconut shy, had been
carefully and conveniently arranged
for the visitors to indulge in.

This afternoon, the students will
stage a play—a Chinese version of the
Merchant of Venice.

The ceremony was opened by Mrs.
H. T. Creamy, who said that it was
always a pleasure to her to be invited
to St. Stephen's Girls' School.

In the first place, there was such a
delightful atmosphere about it. In

Degrees
Temperature, 10 a.m., to-
day 55
Temperature, 4 p.m.,
yesterday 66
Humidity, 10 a.m., to-
day 71
Humidity, 4 p.m., yes-
terday 52

the second place, she believed very
firmly that the girls fulfil their re-
quirements as members of the Minis-
tering Children's League in a most
loyal, whole-hearted and joyful man-
ner.

They help to minister to a large num-
ber of children in less fortunate cir-
cumstances than they are, not only
here but in the British Isles. They
helped to lodge, clothe, feed and edu-
cate these poor children.

The Committee of the M.C.L. were
very proud of St. Stephen's Branch.
They wanted to be able to tell their
beloved President, Mrs. Southern,
when she returned next week, that
St. Stephen's had done better than
ever. She trusted that results of the
sale of work would be excellent.

CHILDREN'S CONCERT

On Thursday (to-day) at 5.30
p.m. a concert for children will be
given in the Helena May Institute,
at which the following ladies and
gentlemen will perform: Messrs.

A. Goodman, H. Bonenfant and G.
Lloyd-Jones; Mr. R. H. Green and
Beryl Goldenburg, George Jovitt,
and Collin Quin; Mrs. D. J.
Valentine; Rachel Wong and
Stella Ho; Mrs. L. C. F. Bellamy,
Marjorie Simpson and Mary
Wallace; Audrey Newhouse, Pat-
ricia Little, Doreen Bowes-Smith,
Joan Bowes-Smith; Mrs. Scott
Little and Mme. Bonenfant.

LORD HALLSHAM

Lord Hallsham (better known
as Sir Douglas Hogg), who was
Attorney-General in the Conserva-
tive Government, is passing
through the Colony to-morrow.
He will be the guest here of Mr.
B. D. F. Belth.

PUTTING SHACKLES ON MARRIAGE

BY A WELL-KNOWN AUTHOR

RELIGION and the State, view-
ing with alarm the divine,
explosive, and anarchic thing called
Love, have always done what they
could, in the interests of society and
the family, to tame and domesticate
it. They try to bind it by command-
ments, laws, regulations, oaths, and
the weight of public opinion as we
bind the dangerous forces of thun-
der and lightning to drive our
Bakerloo and light our London and
Manchester.

But actually Church and State do
not bind love, for love cannot be
coerced. What they do is to bind
together married men and women
whether they love or not.

They are largely successful in
this, either because the bonds are
unnecessary—that is, because the
parties love each other and are will-
ing to be bound—or because the
parties, though unwilling to be
bound, are afraid or unable to break
the bonds.

Their success is rather like that
of the man who fishes for minnows
with a tennis-net. If he catches
any, it will be either because the
minnows have been caught between
two strings of the net and are too
frightened or too stupid to wriggle
out, or because the minnows them-
selves approve of minnow-fishing
and do their best to co-operate.

Modern marriage, as I see it, is
of two varieties: the marriage
whose object is children and the
marriage whose object is the child-
less companionship of a man and a
woman.

The difference between the two is
so great that the word that so in-
congruously identifies them is al-
most the only thing they have in
common.

In the case of the deliberately
childless marriage the problem
seems to me to be simple. If the
pair have ceased to love in any sense
of the word, I see no reason, divine
or human, and least of all divine,
why they should not be allowed to
go their ways and form other
alliances.

But in the case of the marriage
which has created a family the prob-
lem is more complicated, though
less likely to arise. It is less likely
to arise because love has now ceased
to be confined to two people and has
spread itself among the children.
A society based upon love has been
formed which has a strength and
cohesion of its own.

And the problem has become more
complicated because the separation
of the pair would now affect not only
themselves but also the spiritual and
physical welfare of each member of
the family.

The rights of the family is the
only aspect of marriage which, in
my opinion, should be regulated by

law. Apart from this, marriage is
the private concern of the couple
alone.

This is so, it seems to me, even
from the religious point of view.
If God is Love, then surely, the
union of two people who love
one another is sanctified already
without the need of any binding
oaths and promises; indeed the
extortion of oaths and promises
appears to introduce a compulsive
and mercenary element which is
quite alien from the spirit of true
love and from the God "whose ser-
vice is perfect freedom."

There was once a man who bought
a cottage, and when he moved into
it he found that two swallows had
come and built a nest under the
eaves. He was so delighted that he
resolved that the visit of the
swallows should be an annual event,
and so he went into his study and
framed a series of regulations. "On
such and such a date," he wrote,
"the birds will arrive. Building
operations will begin forthwith. On
the 6th, 7th, and so on, an egg will
be laid, and on such and such a date
these eggs will be hatched out.
From the 30th inst. to the 20th prox.
the fledglings will receive instruc-
tion in flying and feeding. On the
21st prox. the family will fly south."

Just before the young birds were
fledged he went out on to the lawn
and read out these regulations with a
loud voice. To his surprise, how-
ever, the swallows failed to arrive
next year on the date laid down.
They were a week late, and through-
out their visit there was a regret-
table disregard of regulations.

With a view to tightening up the
discipline the man made a careful
copy in miniature of the regulations,
rolled it up, and pushed it into the
swallows' nest. The swallows were
so upset that they never returned.

Shortly after this the man hap-
pened to meet the village sage.
"Good morning, sir," said the sage.
"I see you have no swallows this
year. It's strange. I've known
your cottage man and boy for fifty
years come Pancake Tuesday, and
they've never missed yet."

"And yet," said the man in-
dignantly, "I did all that was
humanly possible to ensure their
return. How do you account for it?"

"Well," said the sage, slowly
wagging his beard, "it looks some-
how, begging your pardon, sir, as
if you weren't the sort of man a
swallow likes."—M. A.

TEN YEARS AGO

[From the "China Mail,"
December 5, 1919.]

To-day's dollar is worth 5/- 14d.

Useful and informative pocket
diaries for 1930 have been received
by the "China Mail" from the Hong
Kong Fire Insurance Co., Limited,
and the Canton Insurance Office,
Limited, also one from Messrs.
Reiss, Massey & Co., Limited, as
agents for the Westinghouse Elec-
tric International Co.

His Excellency the General Officer
Commanding the Troops, Major Gen-
eral F. Ventris, C.B., inspected the
2nd Batta, Wiltshire Regiment, on
Murray Parade ground this morning.
He took particular interest in the
battalion because at the beginning
of the war, he was commanding a division
in the Wyle Valley, in the county of
Wiltshire.

MEN, WOMEN, AND AFFAIRS

A Tall Magistrate: Saleroom Figures: Society On The Move: The Marlborough Club:

The Old Street Magistrate

MR. Ivan Snell, the Old Street
magistrate, who recently sent
to hard labour, with a stinging
reprimand that exceeded in severity
any words uttered from the
Bench for a long while, two men
for theft and for fraudulently
living on public relief, is the tall-
est of the police magistrates.

In his Oxford days his immense
height came in useful not only in
athletics, but in the amateur
theatricals, which were one of his
chief hobbies; he played the
gigantic executioner (a slight
promotion) perhaps, of his
public career. In the O.U.D.S.
production of "Measure for Mea-
sure."

Mr. Snell's sister is the bril-
liant portraitist, Miss Olive Snell,
who, in private life, is Mrs. Pike,
wife of Colonel E. Pike, now com-
manding a battalion of Grenadier
Guards at the Tower of London.

The Late Lord Newlands

THE death of Lord Newlands re-
sulted in two touching incidents in
the first Red Cross sale at Christie's
on 19th. When the call for subscrip-
tions came, one of the earliest to respond
was a former colleague of the Port-
land Order, Lord Newlands, who
had just lost his own wife. Lady
Flight, Lieutenant General, was
Cockrell.

red, Lord Newlands not only bought
them for 1,000 guineas, but handed
them back to it again from me."

A "Strad" Legacy

CASTING about to see what high-
priced possession he himself could
give, Lord Newlands remembered
that his father had left him a valu-
able violin, made in 1702, by Antonio
Stradivarius when he was 58.
He accordingly presented it to the
Red Cross, accompanying the violin
with a letter stating: "Some autho-
rities put down Strad's best year as
1715, when he would be 71. I hope
that they are right, and that I, who
was and am still steadily improv-
ing."

At the sale on April 22 the violin
caused a furore, and Lady Wernher
(now Lady Ludlow) gave as much as
£2,500 for it. At once she said to
her agent: "Be quick; tell the auc-
tioneer to offer it again from me."

As on the second occasion the
Strad brought £1,400, the Red Cross
benefited by £3,900 from Lord New-
lands's pious gift.

General Post in the West-End
A general post seems to be taking
place among London hostesses
just now.
Mrs. Louis Barron, whose husband's
gift of a public pavilion in Regent's
Park continues the generous civic
spirit of his father, is moving far-
ther down Park Lane, from Green
Street to Park Street, she is hav-
ing her reception room and study
at a new address, and is inter-
esting in her new home just now.
Mrs. Albert Van Den Berg has
given up her house in Sussex Square,
and will soon be installed in one of
the new luxury flats on the corner

of Stratton Street. Meanwhile, Lady
Dunn migrates to Norwich House,
Park Lane.

The Origin of a Club

THE Marlborough Club, which has
just lost its hall porter, Warwick,
after forty years of continuous em-
ployment (he died recently at the
age of 70), was founded by King
Edward, when Prince of Wales after
a disagreement with the committee
of which he was then a member.

That dispute, which for a time led
to a substantial loss of membership
for the latter club, arose in a curi-
ous way. Then, as now, the bay
windows of White's at the top of St.
James's Street were a popular fea-
ture of the club.

On a summer's evening, with the
windows thrown up, it is pleasant to
sit there watching the passage of
London life pass by under one's very
nose. (Perhaps less pleasant to-day,
when the clip-clop of horses' hoofs
has given way to the noise and fumes
of a never-ending stream of motor
cars.)

But in 1809 White's did not per-
mit its members to smoke in this
front room, while it was the Royal
pleasure to put a cigar from one of
the steady day smokers.

The Prince of Wales was much in-
terested, but the committee remained
adamant, and the Prince resigned his
membership, taking with him many
of his friends, who were the nucleus
of the new Marlborough, which was
then founded.

Since then White's relaxed its res-
triction on smokers, but to this day
pipes may be smoked only in those
rooms which are not visible to pass-
ers-by in the streets.

OPIUM TRAFFIC

Disclosure Of Huge Dealings

HANKOW MENACE

Communist Hordes Discovered in West Hupeh

JUNK SMUGGLERS

Continuing their criticism of the Opium Suppression Bureau the Hankow Press publishes a list of thirteen wholesale dealers with headquarters in Hankow and gives the summary of their imports from July to October. The amounts vary from 2,500 catties handled by the leading firm to 500 handled by the last on the list and reach the amazing total of 14,094 catties. When every traveller on the Yangtze knows that further large quantities of this drug are smuggled in every ship and junk, it is obvious that the trade in this drug is far greater than it was in the palmiest days of the trade with India.

VILLAGES RAVAGED

The Hankow Municipality has decided to issue debentures to the amount of \$1,500,000 to pay the cost of the various improvements that are being put through. As yet the merchants and bankers have only seen their way to take up a third of this amount. It is reported that the negotiations with Messrs. Butterfield and Swire are proceeding, and that the opening up of the river-side road is certain.

Robbers and Communists
The police returns for October show that there were over 40 hold-ups by armed robbers. Recently, a youth of 17, accompanied by three men, held up a silkshop and secured \$600. Another robbery was attempted by five men in military uniforms, but word was sent to the police and the robbers had to decamp before they had secured their booty.

Reports of outrages by communists and deserting soldiers are coming from all parts of the Hupeh Province. At a place named Chiang Chia Chiao in the Tach district a band of 700 men, armed for the most part with knives, have ravaged the villages and killed many persons. A prominent business man was carried off in daylight from inside Chishui city and is being held to ransom. The band that carried off this man is credited with 230 murders, and is said to have burnt about 300 farmhouses. At Pengshan market many of the militia were killed and their lieutenants carried off. Hwangmei city, which sent out an urgent appeal that the troops stationed there might not be withdrawn, was entered by men from the brigand stronghold on the Hill of the Five Ancestors almost as soon as the troops had left. A band of 1,000 communists is operating near Shihshou, and another band in Yangshin. A strange story comes

from a little town called Mao Chia Pien. As the brigands advanced towards the town, ravaging the villages, the villagers made for the town in search of shelter. The gates had already been closed and the captain of militia absolutely refused to have them opened for the admission of the villagers as he feared that there might be members of the communist band among the refugees.

Enraged Soldiers
High-handed treatment of the people by the military has not been so common of late, even the taking of coolies by the press-gangs being much less frequent. But a posse of soldiers on one of the China Merchants' hulks vented their anger on two lightermen who did not bring their lighter alongside the hulk at their bidding by opening fire on the men. Fifteen shots are said to have been fired and one of the men was killed. The other one was apparently unhurt, but being unable to control the lighter alone was compelled to drift away down river. It is not known how far he was carried before he secured help.

SHIP STOREKEEPER
FINED \$6,000STORY OF 515 TAELS OF OPIUM
ON S.S. "MANTAU"

MAGISTRATE AND BOSUN

Kam Ah-mut, a Shanghai Chinese, described as the storekeeper of the American Mail Line's s.s. "Mantau," was to-day charged before Mr. E. W. Hamilton, at the Central Magistracy, with the unlawful possession on board the ship of 515 taels of prepared non-Government opium. He denied all knowledge of the drug.

Revenue Officer Grimmer explained to the Magistrate that no Officer of the ship was in Court because the vessel left here yesterday afternoon, almost immediately after the opium was seized. The ship ran from Seattle but had no fixed port of call in the East. Sometimes she called at Shanghai, sometimes at Hong Kong, and at other times she put into one of the Japanese ports. Yesterday she left Hong Kong bound for Shanghai.

Story of Seizure
Evidence of the seizure of the opium was then given by Revenue Officer Ward, who said that yesterday afternoon he went on board the ship in the company of Mr. H. A. Taylor, Assistant Superintendent of Imports and Exports, and some Chinese Revenue Officers.

Accused Arrested
During the search for the opium the accused sneaked out of the storeroom, evidently intending to run away, but he was "fetched back" and detained, and after the discovery of the opium he was placed under arrest.

Accused told the Magistrate that ordinarily the boatswain had charge of the storeroom key, but the latter had gone ashore and left him in temporary charge.

The Magistrate decided that that was admissible to prove identification of accused as storekeeper by the Chief Officer to the Revenue Officer before the discovery of the opium.

When asked if he had anything else to say, accused said that he had no intention of running away. He was merely hurrying off to attend to his work. He was responsible for watching the copies at work on the ship, and supply them with tools.

"Oh, But I Can't"
Mr. Hamilton: From the storeroom—Yes.
Then you are the store-keeper?—Yes, I am the store-keeper.
Do you want me to believe that the boatswain and not the store-keeper keeps the storeroom key?—Yes.
Oh, But I can't—

Mr. Hamilton: And that he was not assisted with any other person?

HOW THE SERGEANT
LOST HIS TEETHDESPERATE STRUGGLE WITH
RETURNED BANISHEE

TRIED THE "SCISSORS"

How Police Sergeant Howarth lost two of his front teeth in the course of a struggle with a desperate criminal in the early hours of this morning was related before Mr. A. W. G. H. Grantham at the Central Magistracy to-day, when a Chinese named Lui Sung was charged with assaulting the Sergeant whilst in the execution of his duty.

Sergeant Howarth told the Court that at 2.30 this morning he was on uniform duty in Connaught Road Central when passing houses Nos. 30 and 32 at which repairs were being carried on with scaffolding reaching up to the top, he noticed the accused in a crouching position on the first floor landing.

The Chase Begins
Witness went up to the landing and asked accused what he was doing there. Accused bolted and ran into Douglas Street. Witness went after him and continued the chase into Lee Yuen Street East where he lost sight of accused.

Concluding that accused had gone to the landing for a felonious purpose and might return, the Sergeant went back to the houses in Connaught Road and there stood in the dark against a pillar. After waiting for about ten minutes, he saw the accused come back and approach the scaffolding outside the houses. Then the Sergeant stepped out of his hiding place and seized accused.

Quiet Return
Accused broke loose and ran into Pottinger Street. The Sergeant again gave chase. This time accused made a long run of it turning into Des Voeux Road and then back to Lee Yuen Street East where the Sergeant again caught him. Accused went back quietly to the scaffolding in Connaught Road where the Sergeant questioned him.

Accused told the Sergeant that he had gone there to look for his brother, and later said that he was homeless and had gone there to sleep. The Sergeant replied "We will go to the station," whereupon accused struggled violently. He tried to injure the Sergeant and also tried the "scissors" on the Sergeant's legs with the intention of throwing him to the ground.

Teeth Broken
At this point the Sergeant took out his whistle to blow for assistance. Accused snatched the whistle violently from the Sergeant's mouth, breaking two of his false teeth. Accused was overpowered by the Sergeant and taken to the Central Police Station.

Accused denied assaulting the Sergeant. He did not know how the latter's teeth were broken. Certainly he was not responsible for it. He knew enough not to assault a Sergeant!

"Save Life"
Asked if he had anything else to say, accused said that the Sergeant broke the thumb on his right hand and in pain he called out "Save life," whereupon the Sergeant accused him of assault and took him to the station. Accused said that his cries caused a crowd to collect. He was advised by the crowd to go quietly and did so.

The Magistrate convicted, whereupon the Police charged accused with being a returned banishee, he having been sent away for ten years on June 29.

Help From Mother
Accused admitted this charge and said that he had come back to get some money from his mother to start business in the country.

Mr. Grantham passed sentence of six months' hard labour for assaulting the Sergeant, and six months and 24 strokes of the birch for returning from banishment. The jail terms are to run consecutively.

SUMMARY COURT

Suit For The Recovery
Of \$1,200

At the Summary Court this morning, Mr. Justice J. R. Wood gave judgment for the defendant with costs in the case in which Ng See Chan, 119 Wing Lok Street, sued Wong Ming-cheung, for the recovery of \$1,200 (\$200 being waived to bring the case within the jurisdiction of the Summary Court) being money due to the plaintiff as head of a money loan association. Mr. M. M. Watson was for plaintiff and Mr. P. X. O'Connell, senior, was for the defence.

HEROIN HAUL

Revenue Officer Grimmer searched cargo boat 449-V in the harbour yesterday and seized 340,000 heroin pills which were concealed on board. The boat was owned by the "Hing Yee" and the cargo was produced by Revenue Officer Grimmer, before Mr. A. W. G. H. Grantham, at the Central Magistracy, this morning charged with unlawful possession of the dangerous drug. He admitted the charge, but in view of his long Mr. Hamilton decided to give a conditional discharge to the accused on the understanding that he would be liable to be sent to prison for a period of 12 months if he failed to appear for trial on the 12th inst.

RADIO
TO-DAY'S
PROGRAMME

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 350 metres:—

5.00-5.55 p.m.—European Gramophone Programme.

"Early Ragtime Memories", Jack Hylton and His Orchestra.

"Just Like a Butterfly" (Woods), "Gonna Get a Girl" (Lewis, Simon & Ash).

"Idylle" (Edward Elgar), "Evensong" (Easthope Martin), Herbert Dawson.

"Scented Soap" (Weston), "Nagasaki" (Dixon & Warren), Gracie Fields, Comedienne.

"New Moon"—Selection (Romberg), "Wake up and Dream"—Selection, (Porter).

New Mayfair Orchestra, "The Smuggler's Song" (Mortimer), "Boots" (McCall).

Peter Dawson, Bass Baritone, "Policeman's Holiday—One Step" (Ewing).

"Wee Macgregor Patrol" (Amers), The Band of H.M. Coldstream Guards.

"Thinking of You" (Five O'clock Girl—Ruby), "Marigold" (Besly).

Winnie Melville & Derek Oldham, Vocal Duo.

5.55 p.m.—Relay from the City Hall of the opening by the Hon. Mr. W. T. Southorn, C.M.G., of the Radio Exhibition.

6.10 p.m.—Gramophone Programme (continued).

"Morning Noon and Night in Vienna" (Suppe) ... Vienna Philharmonic Orchestra.

"The Old Sweet Song" (Caprice Viennois), "Love's Dream" (Liebestraum No. 3), (arr. Besly).

Winnie Melville & Derek Oldham, Vocal Duo.

"One Kiss" (New Moon—Romberg), "Softly as in a Morning Sunrise" (New Moon—Romberg).

De Groot and His Orchestra, "I Lift my Finger and I Say 'Sweet, Sweet'" (Savory).

"She's Funny that Way" (Whitling & More), Gracie Fields, Comedienne.

"Mister Cinders"—Vocal Gems (Ellis & Myers), "Wake up and Dream"—Vocal Gems (Porter).

Light Opera Company, "Love's Garden of Roses" (Haydn Wood), "Chanson (in Love)" (Friml).

Reginald Ford, "Rattle of Spring" (Sinding), "My Darling, Wait" (Waldteufel).

Marek Weber and His Orchestra, "7.00 p.m.—Chinese Studio Concert."

9.00 p.m.—European Gramophone Programme.

"The Daughter of the Regiment" (Donizetti), Members of La Scala Orchestra.

"Wake up and Dream" (Chittam), Derek Oldham, Tenor.

"What is this thing called Love" (Wake up and Dream—Porter), George Melachrino, Tenor.

"Dreams of Yesterday" ("Virginia"—Waller & Tunbridge), "Was it a Dream?" (Cotter, Spier & Brit).

F. Bowland-Tim, F.R.C.O., "My Blue Heaven" (Whitling & Donaldson), Gracie Fields, Comedienne.

"A Keltic Lament" (Foulds), "Valse Triste" (Sibelius).

Victor Olof Sextet, "The Singing Fool", Selection, De Groot and His Orchestra.

"Now Sleeps the Crimson Petal" (Quilter), "I Know of two Bright Eyes" (Chittam), Derek Oldham, Tenor.

"Before I go to sleep" (Dyrenforth & Carroll Gibbons), "The Lay of the Lady's Vow" (Dyrenforth & Carroll Gibbons).

Anona Wynn with George Baker, "The Merry Widow"—Selection (Lohar), De Groot and His Orchestra.

"I kiss your hand, Madam" (Erwin), "Up in the Clouds" ("Five O'clock Girl"—Ruby), Austin Eken, Baritone.

"The Gipsy Princess"—Poupouri (Kaiman), Ferdy Kaufmann & His Orchestra.

"Glad Rag Doll" (Ager & Dougherty), "A Dicky Bird told me so" (Gilbert, Maude & Esmore), Ann Penn, Comedienne.

"Souvenir Di Valentino" (Wood), "Londonderry Air" (arr. Coleman), "Le Gyazo" (Saint-Saens), De Groot (Violin), David Bor (Piano/fort), H. M. Calve (Cello).

"Dear Little Cat" ("Bitter Sweet"—Coward), Peggy Wood and George Melachrino, Vocal Duo.

"Henry VIII"—Dances" (Shpherd's Dances), "Henry VIII"—Dances" (a Morris Dance) (b) Torch Dance, (Edward German), "My Oh! Home" (Donaldson), "Bye, Bye, Gull" (Friml), Gracie Fields, Comedienne.

"Jolly Fellows"—Waltz (Vollstedt), "Annemarie"—Waltz (Berker), "New Symphony No. 1" (Mozart), "The Gipsy Princess"—Poupouri (Kaiman), Ferdy Kaufmann & His Orchestra.

10.20 p.m.—News Bulletin.

11.00 p.m.—Classical Music.

MOTOR FATALITY

A Chinese woman named Chan Ying (22) who said that her husband was abroad, this morning pleaded "guilty" before Mr. A. W. G. H. Grantham at the Central Magistracy, to a charge of snatching a \$1 note from another woman whilst she was counting some money outside a shop in Queen's Road Central.

A further charge of returning from banishment was also preferred against her.

"Kidnapped"
She admitted this but explained that she was kidnapped in the country on October 14 and brought to Hong Kong. On October 23 her kidnappers removed her to Unlong, New Territories, where she was kept until a few days ago when she was released. She was penniless, so she came try to raise money to return home.

The Magistrate passed sentence of three months' hard labour for the theft of the \$1, and six months' imprisonment for returning from banishment, the terms to run consecutively.

STERLING BILLS

Reduction Of Rate Of Interest

We are advised by the Hong Kong and Shanghai Banking Corporation that the rate of interest for Sterling Advances made against "Bills from Europe on the East" was reduced from 7 1/4 per cent to 7 per cent on and after November 22, 1929.

Bills negotiated at 7 1/4 per cent in past due or reserved will continue to bear interest at that rate.

As advised by Mr. W. C. G. and driven by the latter's chauffeur, Lung Ching, at the junction of Lockhart Road and Street 1, near the Kowloon Ferry, a motor car was involved in a collision with a motor car which occurred in Wan Chai.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

NEW
ADVERTISEMENTS.ATTENTION OF GLASS
MANUFACTURERS

THE sand produced from the Pak Sha Wu (沙壩) Sand Field at Pak Ping Ho, in the Wai Young District, Kwong Tung, has been known to be the best material in the world for the manufacture of glass; and a medal was won at the Panama Exhibition some years ago. Of late the sand has been analysed by the Hong Kong Government Analyst and a certificate was obtained certifying its qualities. On account of the unsettled political situation and constant wars, operations were suspended; and, in recent years, certain unscrupulous persons have fraudulently obtained permission from the Authorities thereby infringing our rights. But law has given us protection and, after having lodged our protest, the Canton Government, through its Reconstruction Bureau, has enquired into the matter and has now given back our rights and has recognised our ownership of the mine. Adequate protection both from the military and the Magistrate of the District has been assured us and we have also registered our rights with the Ministry of Agriculture and Mining, at Nanking. We are now beginning to operate the mine on a large scale under the name of the Tai Lee Mining Co. and we shall be able to meet all demands for supplies. There will be no irregularities as previously, in the way of shortage. All intending buyers are cordially requested to communicate with our Head Office at No. 25, Chiu Loong Street, Hong Kong; telephone, Central 3896.

We are ready to give all facilities and are also prepared to enter into contracts for regular supplies.

THE TAI LEE MINING CO.
Hong Kong, 29th November, 1929.

LYOY TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Motor Vessel, "VIMINALE"

From Trieste, Venice, Brindisi, Fiume, Spalato, Port Said, Massaua, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 4th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 20th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hong Kong, 4th December, 1929.

NOTE SNATCHER

Hard Labour For Young Woman

A Chinese woman named Chan Ying (22) who said that her husband was abroad, this morning pleaded "guilty" before Mr. A. W. G. H. Grantham at the Central Magistracy, to a charge of snatching a \$1 note from another woman whilst she was counting some money outside a shop in Queen's Road Central.

A further charge of returning from banishment was also preferred against her.

"Kidnapped"
She admitted this but explained that she was kidnapped in the country on October 14 and brought to Hong Kong. On October 23 her kidnappers removed her to Unlong, New Territories, where she was kept until a few days ago when she was released. She was penniless, so she came try to raise money to return home.

The Magistrate passed sentence of three months' hard labour for the theft of the \$1, and six months' imprisonment for returning from banishment, the terms to run consecutively.

STERLING BILLS

Reduction Of Rate Of Interest

We are advised by the Hong Kong and Shanghai Banking Corporation that the rate of interest for Sterling Advances made against "Bills from Europe on the East" was reduced from 7 1/4 per cent to 7 per cent on and after November 22, 1929.

Bills negotiated at 7 1/4 per cent in past due or reserved will continue to bear interest at that rate.

As advised by Mr. W. C. G. and driven by the latter's chauffeur, Lung Ching, at the junction of Lockhart Road and Street 1, near the Kowloon Ferry, a motor car was involved in a collision with a motor car which occurred in Wan Chai.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

The motor car was driven by a Chinese man named Li, who was killed on the spot.

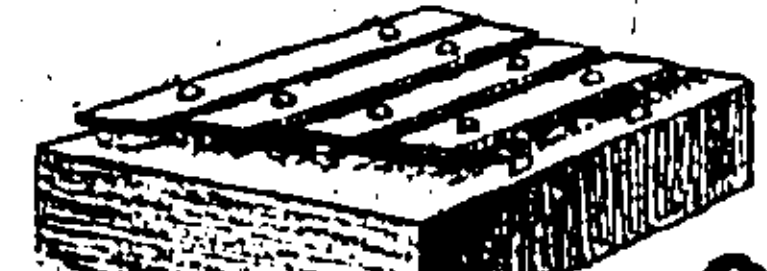
AN IDEAL XMAS GIFT.

HOW SIMPLE THE GIFT PROBLEM BECOMES WITH
THESE DECORATIVE CHIMES.

IN

BIRCH

MAHOGANY



IN

NILE

GREEN

IN MANDARIN RED

To serve as a pleasing call to meals and as a smart addition to any dining-room. These Chimes fulfil a double duty.

Hear them at

The Anderson Music Co., Ltd.

SEE THAT YOU GET

BOORD'S
GINS

"CAT ON BARREL BRAND."

CALDBECK, MACGREGOR & CO., LTD



MR. NUT MILK
NESTLE

HALF-BROTHER to Mr. Nestle Milk, Mr. Nut Milk Nestle is characterised by the same likeable nature and ease of acquaintance. A thorough gentleman whose good taste you will appreciate on all chocolate occasions and one whose popularity never wanes.

NESTLE'S NUT MILK CHOCOLATE

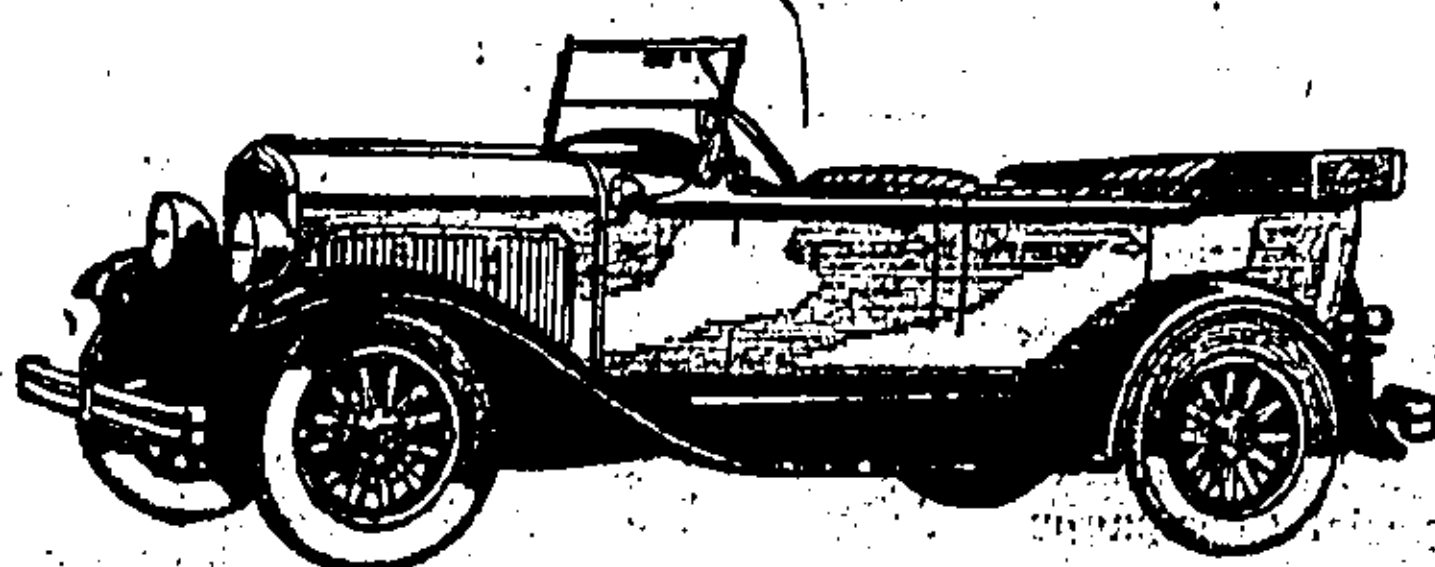
THE BIG FOUR

NESTLE'S MILK CHOCOLATE
NESTLE'S NUT MILK CHOCOLATE
NESTLE'S PLAIN CHOCOLATE
NESTLE'S PLAIN CHOCOLATE
WITH FRUIT & NUTS.

ANNUAL MOTOR CAR DRAW in aid of the funds of the SOCIETY OF ST. VINCENT DE PAUL

for the support of the POOR of HONG KONG

DE SOTO SIX



A 5-Seater Touring Car de Luxe—
Six Cylinder 1930 Model

and
5 CONSOLATION Prizes.

To be drawn for on the night of the
46th ANNUAL AL FRESCO FETE
8th December, 1929.

TICKETS—ONLY \$3.00 EACH.

Obtainable from Mr. Arthur A. Alves c/o Union Insurance Society of Canton, Ltd., Fire Dept., and at The Clover Shop, Sayce & Co., Anderson Music Co., The Brunswick House, Grace & Co., The Republic Motor Co., Ltd. and the Blue Bird.

HELP HONG KONG'S POOR

THE JEWS IN CHINA

Ancient Tombs of the Yellow River

THE HAN DYNASTY

Remnants Of Western Civilization Found

BEAUTIFUL FIGURES

Mr. R. d'Auxion de Ruffe recently delivered a brief but most interesting talk to the China Society of Science and Arts on the subject of "Ancient Chinese Tomb Pottery," demonstrating various points with several specimens from his collection of antiques. With the worship of the dead as an ancient custom of the human race, figures have been found in tombs in various parts of the world, and though in Egypt and Chaldea they have been found to be some 40 or 50 centuries old, those in China date at the earliest from the second century B.C., and it was only recently that they had been found. The Han Dynasty bronze vases did not come from graves.

COUNTRYSIDE GRAVES

While tribes in other parts of the country appeared to have been wanderers and not definitely settled peoples, the original Chinese seemed to be those settled along the banks of the Yellow River, and it was there that these figures have originated. With frequent inundations of the countryside graves had been washed away, and the figures placed therein buried in the mud, only to be unearthed at rare intervals until the present century when the march of civilisation had caused many hitherto untouched graves to be torn down. The building of the railway line in the vicinity of the Yellow River brought to light these figures, in the shape of men, women, horses, dogs, carts, the representation in fact of anything the dead might need in the next world even to a model of a house.

Occidental Influence

The history of China was vague prior to the 6th century, but the figures from the 4th to the 8th centuries showed an extraordinary occidental influence. Buddhism had been on the wane before the birth of Christ, but from the 4th century missionary priests had been forth, and an influx of ideas, as well as people of the Scythian and Aryan types, commenced. This kept on until the 14th or 15th centuries, but the effect of these peoples remained. One of the figures on exhibition conformed perfectly with the definition in the British Encyclopaedia of the appearance of a Scythian, belted tunic, trousers tucked into soft leather boots and peaked cap all coinciding.

The Jewish influence was also to be seen in the figures found. There were many Jews who wandered into China, and even at present there is left a remnant of this in Kalfeng, where some 1,500 to 2,000 inhabitants still preserve a shadow of the Jewish civilisation. The Jews penetrated as far as the Yellow River, and many of the figures were unmistakably of the Semitic type. A pedlar, carrying on the back a pack containing, presumably, wares for sale or barter, and with a pointed cap on his head, was one of M. de Ruffe's exhibits.

Types of Figures

As it was considered necessary to bury in a man's grave things necessary for his life in the next world, figures of his wives were included. In some other parts of the world a man's wife had to follow her lord and master to the grave but, in China as M. de Ruffe said, the wife, had probably more to say regarding herself, and a figure representing her was all that was necessary to follow the husband to the tomb. Some of the figures were really beautiful, especially those of horses. Materials used, however, too often rendered the figures most fragile, and the best figures appeared to be the most breakable, with the result that it was not advisable to move them around in travel too much. The earlier figures were darker in colour than the more recent. Another type showed a peculiar silvery glaze, resulting from direct contact with the earth and some form of oxidation, when a grave mound had collapsed. This glaze was rare, and was not found later than the 8th century.

A Real Horse, Not Pony

Points of peculiar interest lie in the fact that the only tomb figures to be found in China are of clay, while in earlier civilisations they were of wood or metal. This was due to the fact that in Egypt, for instance, the tombs were hermetically sealed and the figures or models had kept through the ages, while in this country the graves were far from airtight. Another point was the design of the horse figures found. These were not at all of the China Pony type, but of real occidental horses. They could not have been influenced by the influx of horses from the Mongol invasion, as this occurred five centuries later, and in addition the saddle was of a definite Caucasian pattern, not Chinese at all. In the figures of women it was to be noticed that the feet were unbound, the slender fashion coming into being during the 12th century. Following the lecture M. de Ruffe described the manufacture of imitations and showed how to identify

the genuine. Gum, earth, liquids and alum all entered into the processes used, which might probably need several months to execute. These were worth-while at one time to dealers, as, when the figures were something new, a price of 650 guineas had been bid at Christie's in London for one of them. Tests with pen-knife and boiling water were described by the lecturer as being first-class means of identifying fakes.

Mr. A. de C. Sowerby added an interesting aspect to the lecture when he remarked upon a figure shaped somewhat like a rhinoceros, among the exhibits. He said that Dr. Roy Chapman Andrews and Dr. Anderson had proved that animals of this type had undoubtedly existed in Mongolia during comparatively recent time, during human habitation of the district, and that the figure-makers had undoubtedly had some legend to follow in making them. It could only have been legend as the horns of the rhinoceros (probably a titanothereum) were placed upon its neck, instead of the correct position on its snout. Mr. Sowerby announced that the next lecture would be given on December 13 by Mr. E. S. Wilkinson on "Birds of Shanghai Gardens." Mr. Wilkinson has been at work for some time past on a book dealing with this particular subject, which will be published this month. One of the best artists in England, who has done a great deal of work for the British Museum, has painted most of the illustrations in the book.

CAPITAL OF A LOCAL COMPANY

REDUCTION TO \$200,000
CONFIRMED

SHAREHOLDERS' POSITION

At the Supreme Court this morning before the Chief Justice, Sir Henry Gollan, an application was made by Mr. H. G. Sheldon, instructed by Messrs. Deacons, for a confirmation of the proposed reduction of capital of the Hong Kong and Canton Ice Manufacturing Co. Ltd. In making the application, Mr. Sheldon said that the capital of the company was originally \$400,000. It was now proposed to reduce it to \$200,000, and the reason for the reduction was that the \$200,000 was now unrepresented by available assets.

No Reserve Fund
His Lordship asked how the losses were made out, and Mr. Sheldon explained that since the incorporation of the Company, which was eight years ago, nothing had been written off from depreciation and that also no reserve fund had been provided. It had now been found that a sum of \$149,000 odd had to be written off for depreciation and a reserve fund established involving \$60,000 odd. This would therefore account for the \$200,000. His Lordship asked that in the event of such a reduction would the fund from which dividends were paid be affected. Mr. Sheldon said that shareholders would not be affected.

\$400,000 Capital
In a petition bearing the signature of Mr. J. P. Warren, Chairman of the Board of Directors, it was stated that originally the Company's capital was \$400,000 divided into 40,000 shares of \$10 each. As nothing has been written off the value of the Company's assets to allow for depreciation, and that no provision had been made or reserved against losses suffered or may in future suffer, the proposed reduction was resolved upon at a special meeting of the Company held on November 4.

The proposed reduction of capital would not involve either the diminution of any liability in respect of any paid-up capital or the payment to any shareholders of any part of the paid-up capital. The reduced capital would be \$200,000, divided into 20,000 shares of \$10 each. His Lordship granted the confirmation.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/8 3/4
Bank, on demand	1/8 3/16
Bank, 30 days' sight	
Bank, 4 months' sight 1/8 3/4	
Credits, 4 months' sight	1/9 1/2
Documentary 4 months' sight	1/9 1/4
On Paris—	
On demand	104 1/2
Credits, 4 months' sight	111 1/2
On Berlin—	
On demand	41
Credits, 60 days' sight	42 1/2
On Bombay—	
Wire	112 1/2
On demand	112 1/2
On Calcutta—	
Wire	112 1/2
On demand	112 1/2
On Singapore—	
On demand	72 1/2
On Manila—	
On demand	82
On Shanghai—	
On demand	76 1/2
30 days' sight (private paper)	
On Yokohama—	
On demand	83 1/2
Gold Leaf, 100 fine (per tael)	
Sovereigns (Bank's buying rate)	11.43
Silver (per oz.)	22 7/16
Bar Silver in Hong Kong	3% prem.
Copper Cash	Nominal
Copper Cents	3% prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	24 1/2 dis.
Hong Kong Sub. Coin 1/4 prem.	

LONDON EXCHANGES

London, Yesterday.	
Paris	123.92
New York	4.88 3/16
Brussels	34.87
Geneva	25.115
Amsterdam	12.09 1/2
Milan	93.20
Berlin	20.38
Stockholm	18.115
Copenhagen	18.195
Oslo	18.205
Vienna	34.655
Prague	164 1/4
Helsingfors	194 1/4
Madrid	34.99
Lisbon	108.25
Athens	375
Bucharest	818
Rio	5 13/16
Buenos Aires	46 5/16
Bombay	1/5 1/2
Shanghai	2 1/2 1/2
Hong Kong	1/8 1/2
Yokohama	2/0 3/32
Silver Spot	22 7/16
Silver Forward	22 1/2

—British Wireless Service

DOMINION DISPUTE

To Be Settled By Privy Council

Rugby, Yesterday. The Prime Minister, replying to a question, said that no communications on the subject of alternative to Judicial Committee of Privy Council for settlement of legal disputes between members of British Commonwealth of Nations had been received from any of His Majesty's Governments in the Dominions. The whole subject could be most appropriately discussed at next Imperial Conference.—British Wireless Service.

SHIPPING LAW

Publication Report Deferred

Rugby, Yesterday. The conference on the operation of Dominion legislation and merchant shipping legislation concluded to-day. A unanimous report has been made and, in accordance with the terms of reference, has been submitted to the respective Governments. Publications of this report must be deferred until every Government has had the opportunity of considering the report.—British Wireless Service.

ACTORS' HOUSE OF REST

Rome.—Among the many public works inaugurated in Italy to celebrate the opening of the eighth year of Fascist government, was a House of Rest for members of the theatrical profession, of which the first stone was laid at Bologna by the Minister of Corporations, Signor Bottai. The Prime Minister has approved the scheme and made a Government grant of 100,000 lire. All the theatrical companies will give one annual performance in aid of the house, and Italian dramatists will give a small fee towards it on every performance of their works in Italy.

The photographic public is reminded that the last day for sending in of entries for the Second Annual Exhibition of Photographs at the Hong Kong University closes on the Monday, December 9.

HONG KONG HOTEL ROOF GARDEN

CARNIVAL

SATURDAY, 7th DECEMBER, 1929.

(Fancy or Evening Dress)

DINNER \$4.00 per head

Tables may now be reserved.

THE HONGKONG & SHANGHAI HOTELS, LTD.

G. FALCONER & CO., (HONG KONG) LTD. WATCHMAKERS & JEWELLERS DIAMOND MERCHANTS. Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

HONG KONG SHARE MARKET.

To-day's Deals and Quotations.

Stock.	Buyers	Sellers	Sales	Norm	Paid up Value	Highest & Lowest 1928-29.	Dividend.
Banks.							
Hong Kong Bank	1935				\$126	1,385-1,150	\$3 Int. 1929
Chartered Bank					\$2	21.10-18.63	7 1/2 Int. 1929
Mercantile Bk., A.B. & C.					\$12.10	84 1/2-80	8% Int. 1929
Do. C.					\$1	15 1/2-15 1/4	8% Int. 1929
Bank of Asia	95				\$100	100-67	8 Int. 1928
Insurance.							
Canton Ins.				505	\$100	730-690	40 Int. 1928
North China Ins. Co., Ltd.	160				\$15	710-120	52 Int. 1928
Yangtze Ins. Co., Ltd.				50	\$10	60-53	M. \$3.50 1928
China Underwriters	2.20				\$8	2.50-1.75	
China Fire Ins. Co., Ltd.	310				\$20	810-204	18 Int. 1928
H. K. Fire Ins. Co., Ltd.				815	\$50	815-693 1/2	48 Int. 1927
Shipping.							
Douglases				25 1/2	\$50	43-26 1/2	4 Int. 1924
H. K. Steamships				26	\$15	90-29 1/2	1 Int. 1928
Indo-China (Pref.)	46				\$5	82 1/2-80	13 (for 1924) 1/2 Int. 1928
(Def.)				70	\$5	100-40	
Shell Transport & Trading Co., Ltd.				96 1/2	\$1	118 1/2-85 1/2	6 Int. 1928
Union Waterways				22	\$7	21 1/2-17	1.50 Int. 1928
Mining.							
Benguet	470				P.O. 10	\$4.80-1 1/2	0.25 Int. 1929
Katien Mining Ad. Co., Ltd.				60	\$10	18 1/2-9 1/2	3 1/2 Int. 1929
Langkai (Comp.)				12.00	\$10	18 1/2-9 1/2	
(Single)				7 1/2	\$10	4.10-1.30	70.50 Int. 1927
Shai Exploration				1.30	\$75	8 1/2-4 1/2	70.75 Int. 1929
Loans				5	\$1	812.00-82	Int. 1/5 1929-30
Rails				12	\$1	21 1/2-17	4 1/2 Int. 1929
Tonah Mines				21 1/2	\$1		
Docks, Wharves, Godowns, &c.							
H. K. & S. Wharves	145				\$50	148 1/2-120	8 Int. 1928
H. K. & W. Docks	32 1/2				\$50	48 1/2-32 1/2	4 Int. 1924
China Provident	5.30				\$5	6.00-3.00	1.20 Int. 1929
Hongkew				190	\$700	8100-125	78 Int. 1929
N. Engineering				7 1/2	\$5	8.50-4.50	0.40 Int. 1928
Shanghai Docks				34	\$75	145-89 1/2	7 1/2 Int. 1928-29
Cotton Mills.							
Ewo Cottons	14.80				\$75	28.10-7	To 40 Int. 1929
Shai Cottons (old)	77				\$75	104-45	5% 1929 1/2 year
(new)				191	\$75	70-22 1/2	5% 1929 1/2 year
Zong Sing				2 1/2	\$10	18-5	6% 1928-29
Lands, Hotels & Buildings.							
H. K. & S. Hotels	10.20	10/10.5			\$10	11.10-7 1/2	1.20 Int. 1924
H. K. Lands	54 1/2	55			\$25	14 1/2-9 1/2	2 Int. 1929
Shanghai Lands				101	\$10	105-124	78 Int. 1929
Humphreys				14.40	\$10	152-15	1 Int. 1928
H. K. Realities	7.00				\$10	9.35-7 1/2	0.80 Int. 1929
Chinese Estates	08				\$100		4 Int. 1928-29
Public Utilities.							
H. K. Tramways	18 1/2	19			\$5	37 1/2-18	0.50 Int. 1929
Peak Tram (old)				11 1/2	\$10	14-14.80	10% 1928-29
(new)				6.05	\$5	6-0.05	10% 1928-29
Star Ferry				90 1/2	\$10	74 1/2-68	8.25 Int. 1929
Ch. Light (old)				10.40	\$5	17.50-9 1/2	5% Int. 1928-29
(new)				16.10	\$5	16.80-5.50	5% Int. 1928-29
H. K. Electric	65 1/2	66			\$10	67 1/2-47 1/2	2.50 Int. 1928
Macao	23						
Sandakan Light	3 1/2				\$2.50	8.80-8.08	4% Int. 1929
H. K. Telephone	7.80				\$10	110	6% Int. 1928
China Bus	15 1/2				\$1	12 1/2-11 1/2	5% Int. 1928
S'pore Trams (Ord. of Pref.)	10 1/2	10 1/2			\$1	1-15 1/2-6 1/2	
Industrials.							
China Sugars				90 c.	\$35	18.00-0.50	In liquidation
Malayan Sugars				27	\$80	50-17	1928
Cald. Macg. Ord. of Pref.				11	\$10		
Humphreys				10	\$10		
Canton Ice				24	\$5	41-1 1/2	
Cement (comb.)				19.00	\$2 1/2	14.00-7.70	0.80 Int. 1925
(old)				9 1/2	\$7 1/2	810-6 1/2	0.80 Int. 1925
(new)				8 1/2	\$10	8.25-0.50	0.10 Int. 1925
H. K. Ropes				8	\$10	9.00-5 1/2	1.25 Int. 1924
United Asbestos							
Stores, &c.							
Dairy Farms				30 1/2	\$7 1/2	23 1/2-15 1/2	1.35 Int. 1928

Sport Column

ENGLISH CUP TIES

REPLAYS IN THE FIRST ROUND TWO MORE DRAWS

London, Yesterday.
Several matches in the first round proper of the English Cup which were left undecided on Saturday, were replayed to-day with the following result:—
Dagenham 0 Barry 1
(played at West Ham)
Shildon 1 Doncaster 1
(after extra time)
Chesterfield 3 Southport 2
Port Vale 5 Gainsborough 0
Folkestone 2 Clapton Orient 2
(after extra time)

—Router.
By defeating Dagenham at the second time of asking, Barry qualify to visit Brighton in the second round on December 14. Chesterfield receive Port Vale.
Shildon and Doncaster have to replay again for the right of entertaining New Brighton; Orient and Folkestone have to decide who will be at home to Northfleet.

INTERPORT SOCCER

Chinese Put Up Poor Game Against H.K.

Yesterday afternoon the first Interport Football trial game was played on the Hong Kong Football Club ground at Happy Valley and proved to be a farce, because the Hong Kong selected eleven were offered poor opposition by the Chinese, who fielded a weak team and went down to the tune of six goals to nil.

The score at half-time was 3-0 in favour of the selected team, and they added three more in the second half. The Chinese were mostly on the defensive. Occasionally they put up a half-hearted attack, which had no semblance of their usual dashing play and was easily dealt with by the defenders.

The selected team eased off after getting their half dozen, otherwise the result of the game would have read like a restaurant bill! All six goals were scored by L. Goldman, who received excellent, unselfish support from the rest of his team.

Next Wednesday the same team will be tried out by a strong Navy side and a good game should result. Kick-off is fixed for 4.30 p.m.

K.O.S.B. Beat S.L.I.

A second division league game was played on the Kowloon Football Club ground yesterday afternoon between the K.O.S.B.'s and the Somerset's second strings. It proved to be a runaway affair for the K.O.S.B., who won by four goals to nil.

Toal's Goals
The first half was evenly contested, the K.O.S.B. leading at the whistle by one goal to nil, the point being notched by Crawley during an exciting raid in which the ball was swung about in front of goal. In the second half the K.O.S.B.'s pace was too much for the Somerset's and Toal performed the hat-trick with three beauties, thanks to excellent openings made by a hard working forward line. The Somerset's found the K.O.S.B. defence too sound for them and they could not close enough to become dangerous.

CRICKET

H.K.C.C. v. RECREIO

The following will represent the H.K.C.C. in the 2nd division of the League next Saturday, against the Club de Recreio on the H.K.C.C. ground:

W. W. Mackenzie (captain), G. E. R. Divett, J. H. Armstrong, O. E. C. Marton, R. H. Batger, O. Moor, J. H. Ashworth, E. R. Duckitt, A. C. Beck, C. E. Gahagan and R. H. Dowler.

RACING

Autumn Champions On Saturday

Mr. Frank Haytor supplies the following quotations for the Autumn Champions at the extra race meeting at Happy Valley on Saturday:—

5-2 Boxing Eve
4-1 Huiwaha
3-1 One Third
2-1 Chesapeake Bay
8-1 Monterey Bay
5-2 Christmas Chimes
8-1 Winaome Stag
12-1 Little Thunder
10-1 King's Counsel
25-1 Our Prince
6-1 Young Pretender
4-1 Majestic Hall.

GOLF

Kowloon Club Junior Championship

The qualifying round of the Junior Championship of the Kowloon Golf Club, open to members with handicaps of 15 and over, was played off on Sunday. High scores were the order of the day. The following sixteen players qualified for the first round, which is due to be played on December 15.—F. D. Ross (91), E. O. Murphy (91), T. J. Price (93), W. Borrman (93), F. E. Skinner (94), C. Anderson (95), A. A. Dand (98), J. S. Smith (98), G. Castle (98), W. Mundy (98), W. Orchard (100), J. B. McCaw (102), G. L. Harris (104), H. G. Swinburne (106) and A. Laughton (106).

EXTRALITY

British Minister's Visit To Nanking

London, Yesterday.
It is learned from a Chinese source that there is no fresh development in regard to China's intention to abolish extraterritoriality as from January 1. The matter has been the subject of conversations with Mr. Alfred Sze since he arrived in London. It is believed that it may come up at Nanking soon, when the British Minister arrives there.—Reuter.

THE KELLOGG PACT

China Replies To The British Note

London, Yesterday.
China's reply to the British Note on the Kellogg Pact received from Nanking is brief, conciliatory, and friendly, and declares that China has always literally carried out article two of the treaty, that no signatory shall employ war as a settlement of an international dispute, and reiterates her adherence to the Pact.—Reuter.

MISS DAPHNE LEIGH

Appearing At Majestic Theatre

Miss Daphne Leigh, the British revue star, will appear in a musical interlude at the Majestic Theatre, Kowloon, during the 7.15 and 9.15 performances for a short season beginning to-night.

She has appeared in many musical comedy companies both in British and America when she took the leading roles and only recently with Salisbury's Musical Comedy and the Banvard Musical Comedy Company. Her programme to-night will include, among other items, "Three Feet of Papa" and "Dinah."

Now that more rice shipments have arrived in Shanghai from the producing centres, the prices of the cereal have dropped still more than a couple of weeks ago.

CIVIL WAR

(Continued from Page 1.)

Upon the arrival of National troops at Loyang, over 10 trains of rolling stocks which were fully loaded with food stuff and ammunition were also captured. In fact, the north-western rebels lost their best troops at Tengfeng, Linxue and Loyang while the remnants of their units fled and scattered everywhere. With the National troops hot on their heels. Furthermore, General Yen Hsi-shan has despatched troops to Shensi and Kansu to intercept the rear of the enemy, and consequently the north-western trouble is predicted to end within one month. The elimination of Feng's troops may be regarded no longer as a question of doubt.

COUNTRY'S POVERTY

With respect to the attitude of General Yen Hsi-shan, whom General Ho had personally interviewed in Shansi, the former expressed the view that, owing to the poverty of the country and diplomatic difficulties, all parties should unite together and support the Central Government.

In regard to the north-west revolt, Yen believed in uprooting the trouble, and regarded Feng as the person chiefly guilty for the disastrous state in the north-west.

Since the northern revolt, Feng Yu-hsiang had completely lost his freedom in Shansi. This was the principal reason that Feng could not go to the front to direct his army personally, his absence being the main factor contributing to its defeat in so short a time. Hereafter, the only question left was to rehabilitate the north-western region, in other words, to supply the people with food and to relieve the famine conditions there.

HIS DUTY TO CANTON

General Ho said that he came to Canton under the order of the Central Government to direct the forces against Chang Fa-kuei and the Kwangsi clique who have opposed the order for the re-organization and disbandment of troops. Their opposition indicated clearly an ambitious design—a desire to keep their troops for individual aggrandizement, and not for the benefit of the country. In order to save the country, the re-organization and disbandment scheme must be first put into action, and following this, the unilateral treaties between China and the imperialists must be abolished.

SPHERES OF INFLUENCE

The men of the revolution must always be prepared for sacrifice, and not for private motives. "The National soldiers have no wish to establish spheres of influence," declared General Ho.

"This was demonstrated when the 3rd and 8th Divisions came to Kwangtung not long ago to participate in the war against the Kwangsi insurgents, and on the completion of their mission, they were transferred back to Nanking and Hankow—they are now being sent again to Canton while General Shek Yu-san, the Chairman of Anhwei, will also arrive with his troops within this week. Thus, it will be observed that all National troops must comply with the instructions of the Central Government to go to whatever place they are directed."

IMPLICIT OBEDIENCE

The General quoted himself as an example of implicit obedience to the Government. While leading his troops from Swatow on the Northern Expedition, he succeeded with over 100,000 troops under him in capturing the Fukien, Chekiang, Kiangsu and Shantung provinces, and yet up to the present, not a province is under his power, nor a division of troops under his command.

The General concluded with the hope that press representatives would not fail to attack those militarists who have obstructed the re-organization and the disbandment of troops, and who have undermined the unification of the country for such attack could not but be effective, as "the pen is mightier than the sword."—Canton News Agency.

MARSHAL'S ESCAPE

(Continued from Page 1.)

Travellers from the Loyang vicinity confirm the fact that the Kuominchun has completely evacuated the Lunghai front, abandoning six armoured trains, and a large amount of supplies.

SUDDEN CHANGE OF POLICY

Hankow, Earlier.
Contrary to expectations Liu Shih is remaining in North-East Hupah, and troops in that region who had concentrated at Fancheng for despatch to Kwangtung have also been ordered to remain. The reason for this sudden change of policy is not ascertainable, but it is believed that the Kuominchun in South Shensi are again making suspicious moves, despite the recent armistice.

It is also reported this evening that skirmishes have broken out again on the Lunghai front, where the Kuominchun commanders resent any further westward advance of the Government armies. Renewed activity is in evidence. Headquarters here and a number of the staff recently granted leave are now being recalled to their duties.

Despatches from Honan declare that Government forces continue pushing westward, and have now occupied Shanchow and Lingpao. It is stated that a concerted push will be started to Tunkwan within a week.

Meanwhile, troops are passing through here continually on route to Nanking, and a special political staff, who have so far been maintained at Wuhan, are also going to the capital. All units of the First and Second Divisions have now arrived here, and are relieving the Whampoa cadets from garrison duties.

The first batch of this latter organisation went down river yesterday. The situation everywhere continues quiet.

PUKOW AFFAIR

Shanghai, Yesterday.
Travellers arriving from Pukow state that the mutiny was more serious than reported yesterday. It was well-planned and almost an entire army corps is stated to be involved. They disarmed the loyal garrison almost without resistance, looted every shop in Pukow, seized all the rolling stock, and left northward heading for Pengpu, looting other stations en route.

Government forces crossed the Yangtze, but were unable to follow owing to the lack of transport. The mutineers had been ordered to Canton for the campaign against the Ironsides.

Little damage was done to foreign property, but an American, Mr. Kranhof, of the Paramount Newreel Company, had a narrow escape. The soldiers took his camera and all his cash (\$200), but he was not injured and left for Nanking yesterday morning.—Reuter.

"REBELS" TAKE ITU

From the Upper Yangtze River (Central China), news has come through of another movement against Chiang Kai-shek's administration. Itu, a river port in West Hupah, is reported in the Royal Naval Communique to-day to have been taken by "rebels," operating against the National Government, and these men are supposed to be advancing on Ichang, a Treaty port near by.

This campaign is unlikely to have any appreciable effect, however, on the main issue, which is one between Chiang Kai-shek's partisans in Nanking and Canton on the one hand, and elements like the Ironsides, Kwangsi-ites, and the "Christian General" on the other.

A rough-looking man entered the home of a citizen in a western town, and seeing no one around but a small boy, said to him: "If you don't tell me where your father keeps his money I'll knock yer 'ead off."

"Please don't!" said the boy. "You'll find all the money we've got in the old coat in the kitchen."

Two minutes later a bruised and pattered wreck was pitched through the front door of the boy's home, and sat in the gutter and blinked. "That kid's too smart," he soliloquised. "Never said a word about the cove being inside the coat."

BOXING

CITY HALL

Saturday, DEC. 7th.,—9-15.

Heavy Weight Championship of the Colony

A. B. ROWLES
H.M.S. "Marazion"

v.

L. STOKER MANN
H.M.S. "Cornwall"

Welter Weight Championship of the Colony

L. S. CREIGHTON
H.M.S. "Cornwall"

v.

L. STOKER MORRISH
H.M.S. "Hermes"

and 3 other Contests.

Booking for Members at Moutrie's Thursday, 5th of December.
General Public Friday and Saturday 6th and 7th December.

PRICES: RINGSIDE \$5.00.
OTHERS \$3.00 and \$1.00.

SHANGHAI ENQUIRY

Government Query On Judge's Mission

London, Yesterday.
Speaking in the House of Commons, arising out of the forthcoming mission of Mr. Justice Feetham to Shanghai, to investigate municipal conditions, Mr. Somerville asked whether the British Government were co-operating in the investigation, which was an Imperial issue.

Mr. Gillett replied that the Shanghai Municipal Council took action without first consulting the British Government in order to avoid in any way embarrassing the latter. Consequently, the British Government were not co-operating, but would watch developments.—Reuter.

Municipal Reform

Rugby, Yesterday.
Mr. Gillett, Parliamentary Under-Secretary for Foreign Affairs, stated that the Consul-General at Shanghai had reported that Mr. Justice Feetham, of South Africa, had been asked whether, in the event of the Municipal Council inviting him to act as their adviser for the purpose of examining the problem of municipal reform in the International settlement, in the light of Chinese aspirations, he would accept.

Mr. Gillett said he had gathered from the Press that the invitation had been accepted. Shanghai Municipal Council took this action without first consulting His Majesty's Government. They explained to the Consul-General that they were anxious not to embarrass the British Government, and that, for this reason, the Government were not being asked to accept any responsibility in the matter.—British Wireless Service.

HAGUE CONFERENCE

Another Meeting To Be Held in January

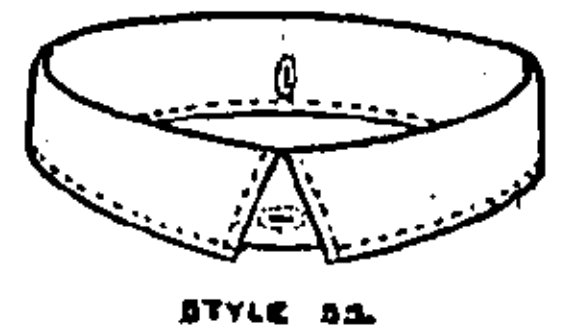
The Hague, Yesterday.
M. Jaspard, President of The Hague Conference, has informed the Dutch Government that it is proposed to convene a second conference of The Hague on January 3.—Reuter.

"My dear," said a gentleman to his wife, "our club is going to have all the home comforts."
"Indeed," replied she; "and when is our home going to have all the club comforts?"

VAN HEUSEN

SEMI-STIFF COLLAR

NO STARCH REQUIRED IN WASHING



STYLE 22.



STYLE 19.

The only collar made of Multi-Ply Fabric, which is woven in a curve, and has a natural fit even before it is made into a collar. In consequence, no extra length of material is necessary to ensure comfort.

A PERFECT FIT ASSURED

LANE, CRAWFORD, LTD.

Men's Wear Stylists.

DAIRY FARM NEWS.

Week-end treat

YORKSHIRE POLONY

80 cents per lb.

"Eh by gum its champion."

ON SALE, SATURDAY.

The Dairy Farm Ice & Cold Storage Co., Ltd.

TYPEWRITERS

all makes—new and rebuilt.
Exchanged—Repaired—Renewed—Sold and Rented.

THE HONG KONG TYPEWRITER BAZAAR
(Wang Bros. & Co.)
10, Pottinger Street. Tel. C. 3580.

HANG SING CO.

HIGH CLASS TAILORS & OUTFITTERS.

Expert Cutting & Perfect Fit

Prompt attention given to all orders.

PRICES MODERATE.

5 CRESSON STREET, WANCHAI (Near Seamen's Institute).

OH! SISTER

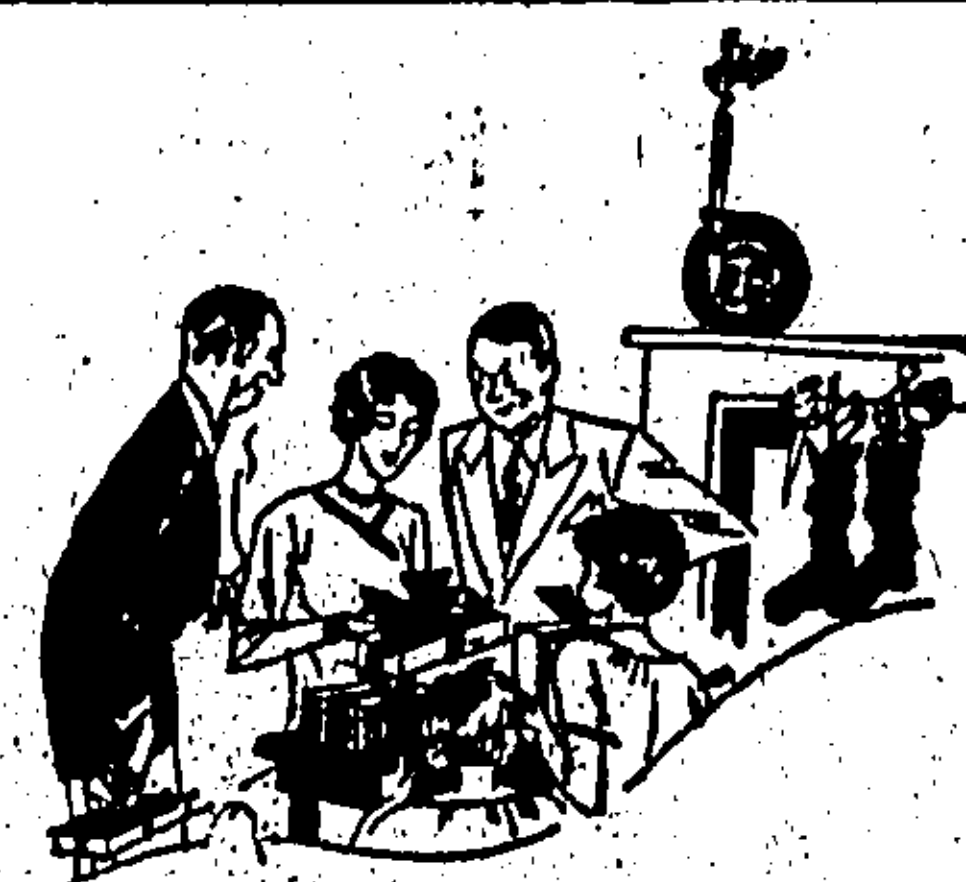
I HOPE IT'S

CHOCOLATES

from

THE CANADIAN

CONFECTIONERY



Because the home made & newly imported chocolates & candies of the Canadian Confectionery are of excellent quality.
Pay us a call at our store which has just opened at—
40, Queen's Road C. just opp. Queen's Theatre.

BRINGING UP FATHER.



Every General Electric Refrigerator is Hermetically Sealed.

GENERAL ELECTRIC ALL-STEEL REFRIGERATOR

"Makes it safe to be hungry!"

and

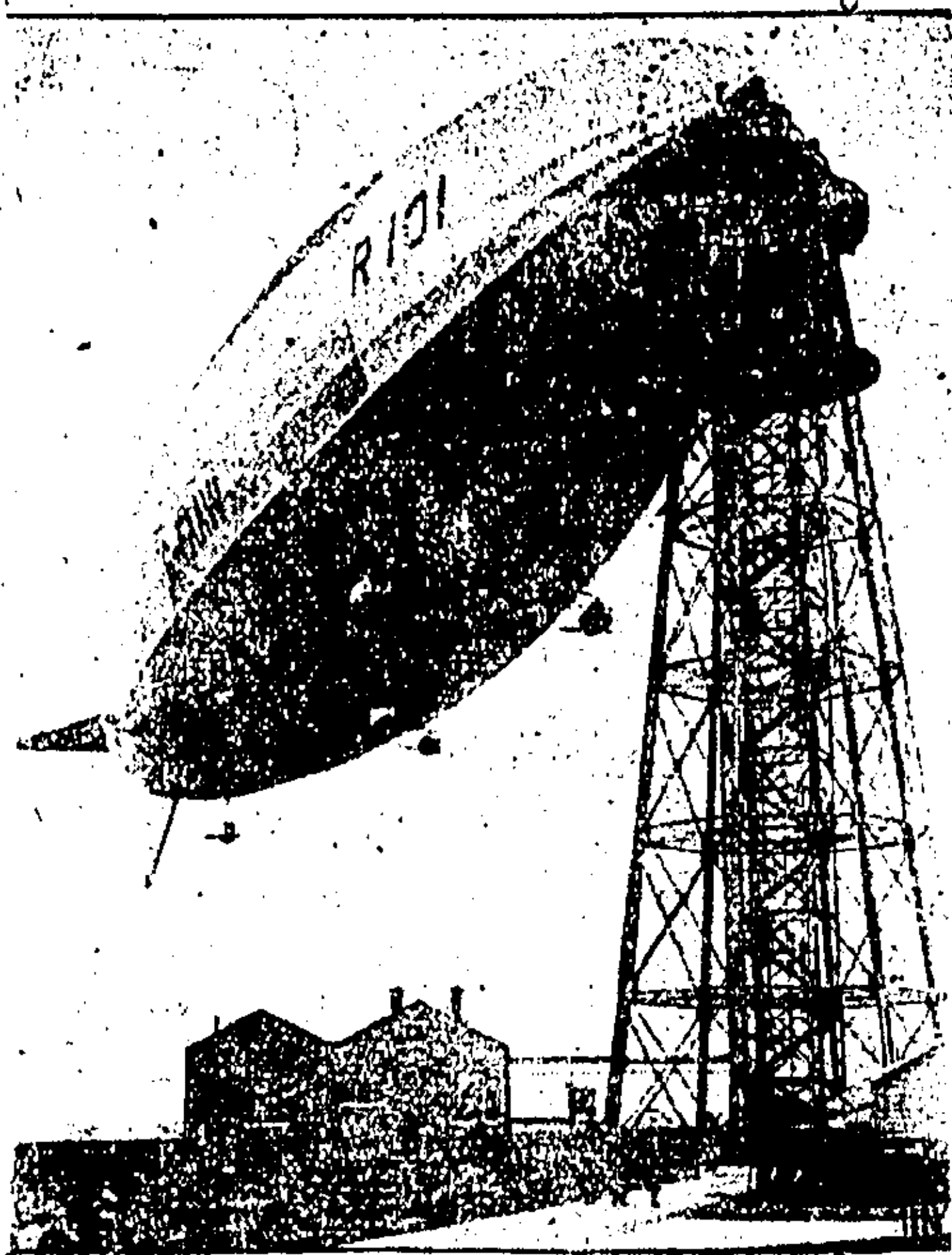
NEVER GETS NOISY.

Ask about our easy payment terms

ANDERSEN MEYER & CO. LTD.
Royal House, 47-49 Des Voeux Road C.

World News In Pictures

Tests Successful



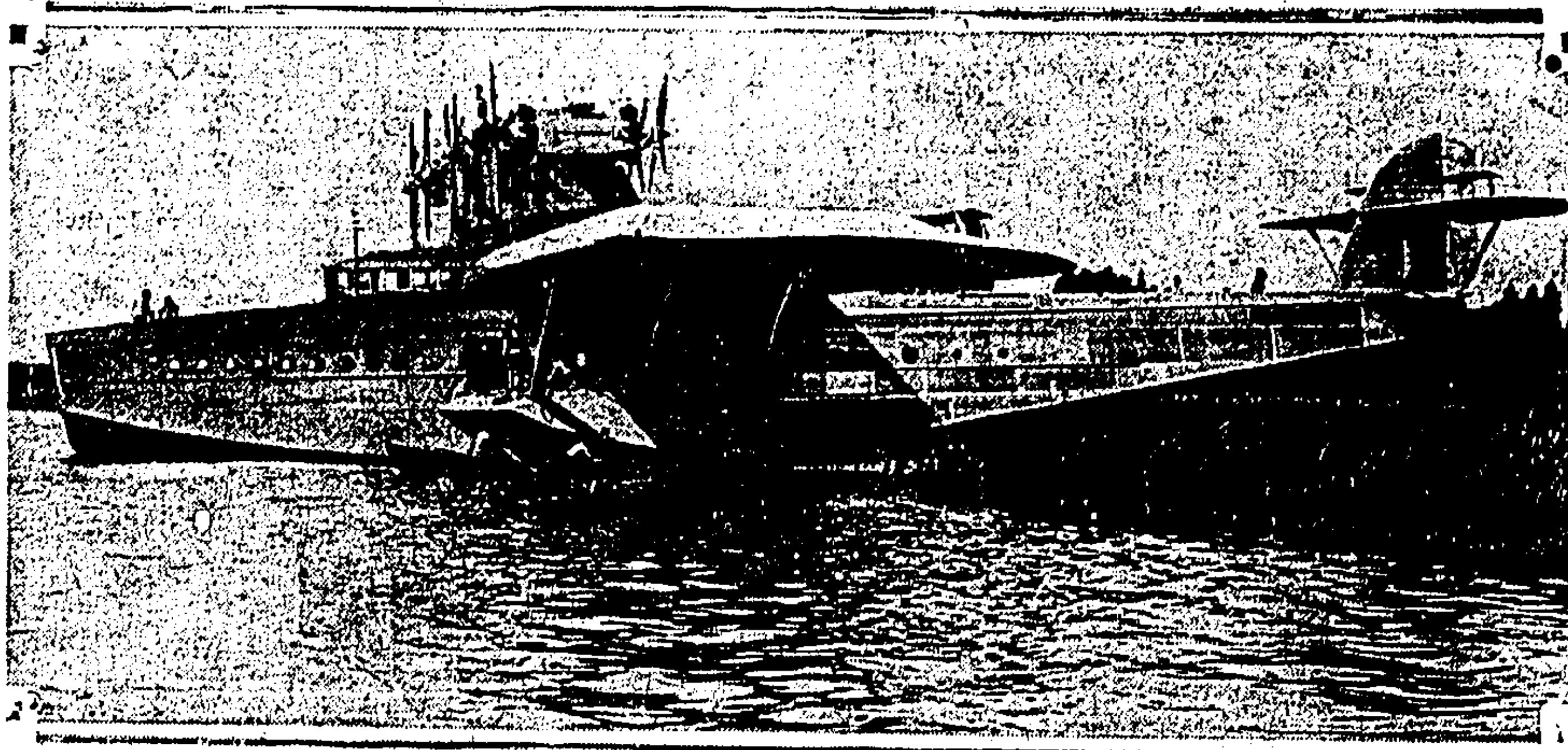
The giant airship R-101 hoisted to its mast outside the hangar at Cardington, following the recent successful test flight which proved to the world that the "Queen of the Air" could fly.

General Dawes And Wife



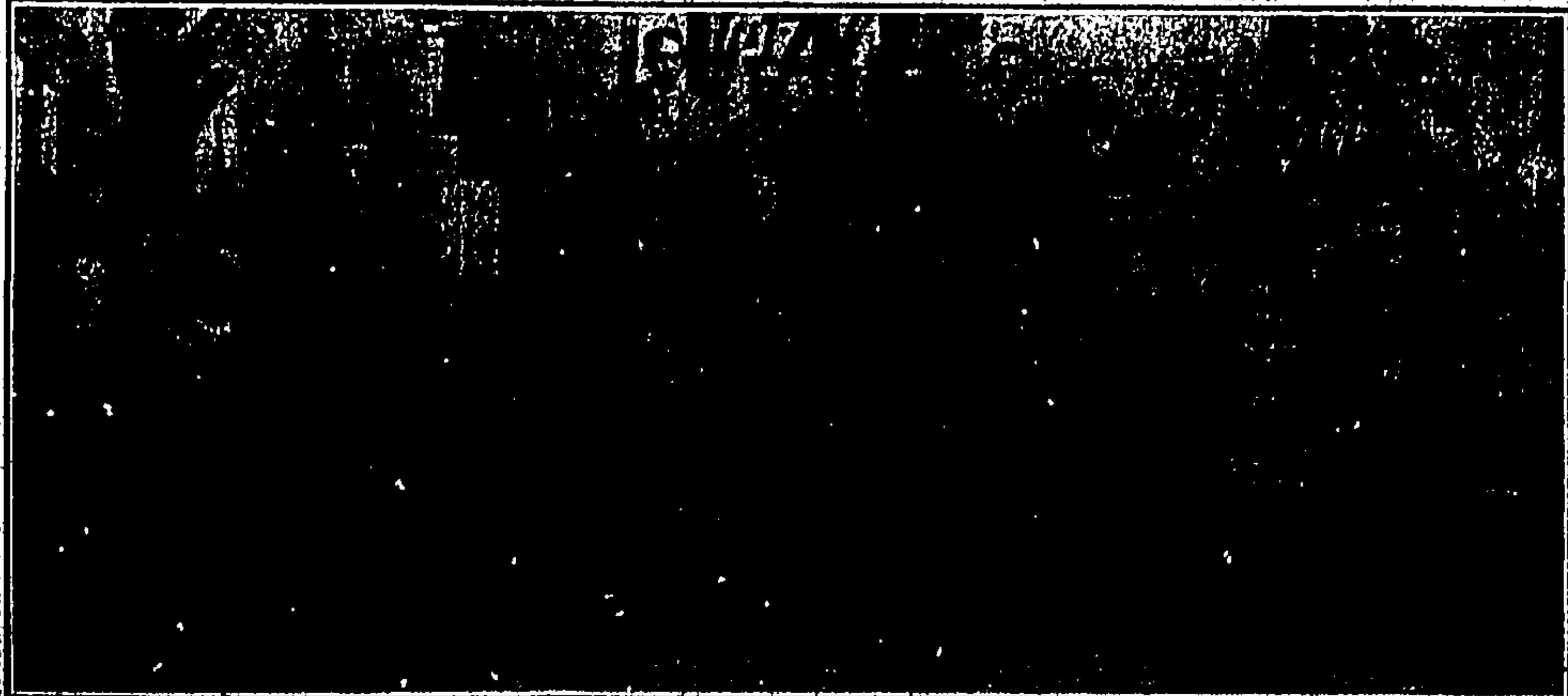
General Dawes and Mrs. Charles Gates Dawes as they arrived home from Britain. General Dawes will talk over with President Hoover various problems which have arisen relative to the Five-Power Naval Conference.

Giant Flying Hotel



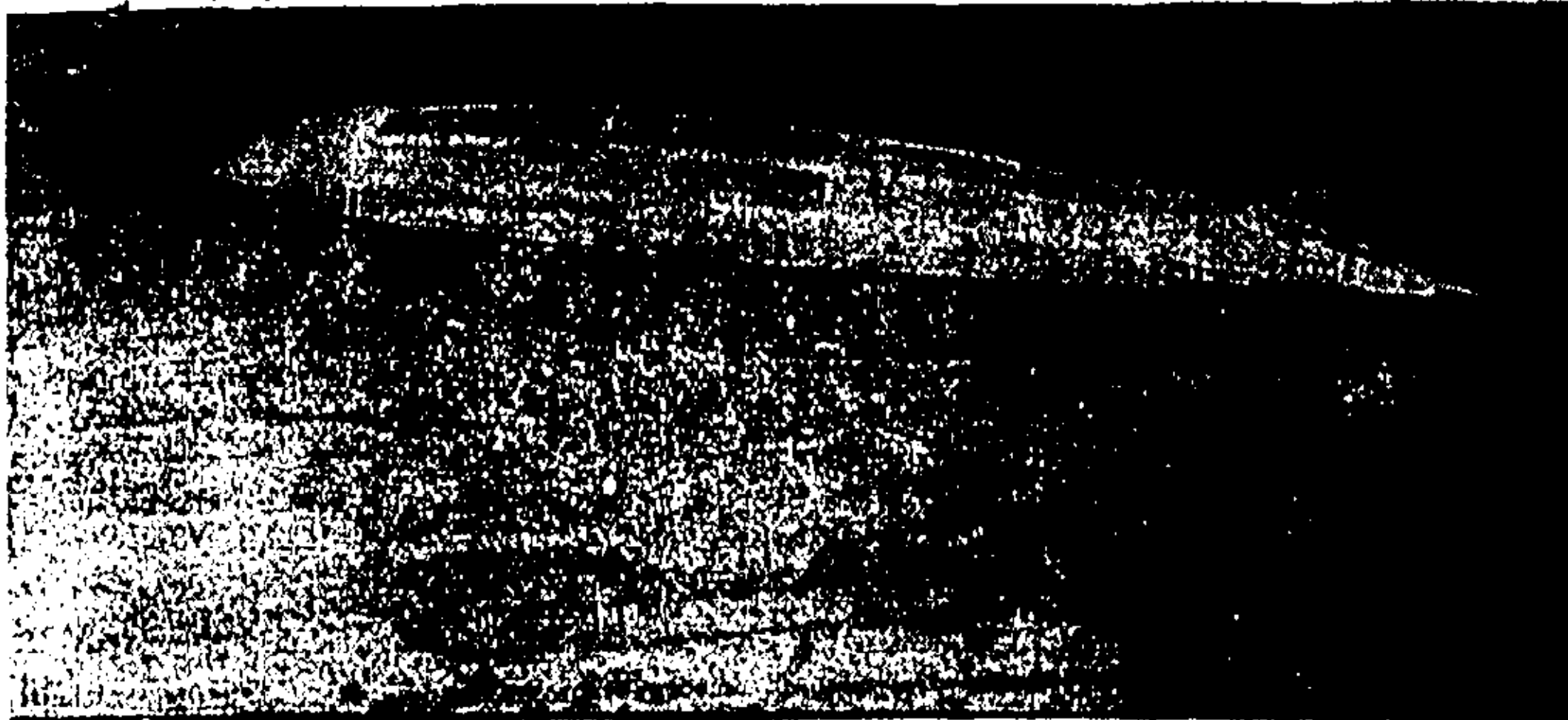
A close-up of the mighty Dornier flying boat, DO-X, which broke all records by taking up 169 persons at Altenrhein, Switzerland. Note the size of this craft, with its twelve 500 horsepower engines in line.

Three Ministers Present



The unveiling of the corner stone of the Ming-Yu Library (in Avenue du Roi Albert) of the Science Club in memory of Dr. Hu Ming-yu, Cornell University member of the Club, who died last year. The ceremony was performed by the Chinese Minister, Mr. T'ao Yung-fang, sitting in the center, and the Chinese Ministers, Mr. T'ao Yung-fang (of Education), Mr. T'ao Yung-fang (of Railways) and Mr. T'ao Yung-fang. The library has obtained a fund of half a million dollars. Most books are the private property of the donors. (China News Service)

Queen Of The Sky



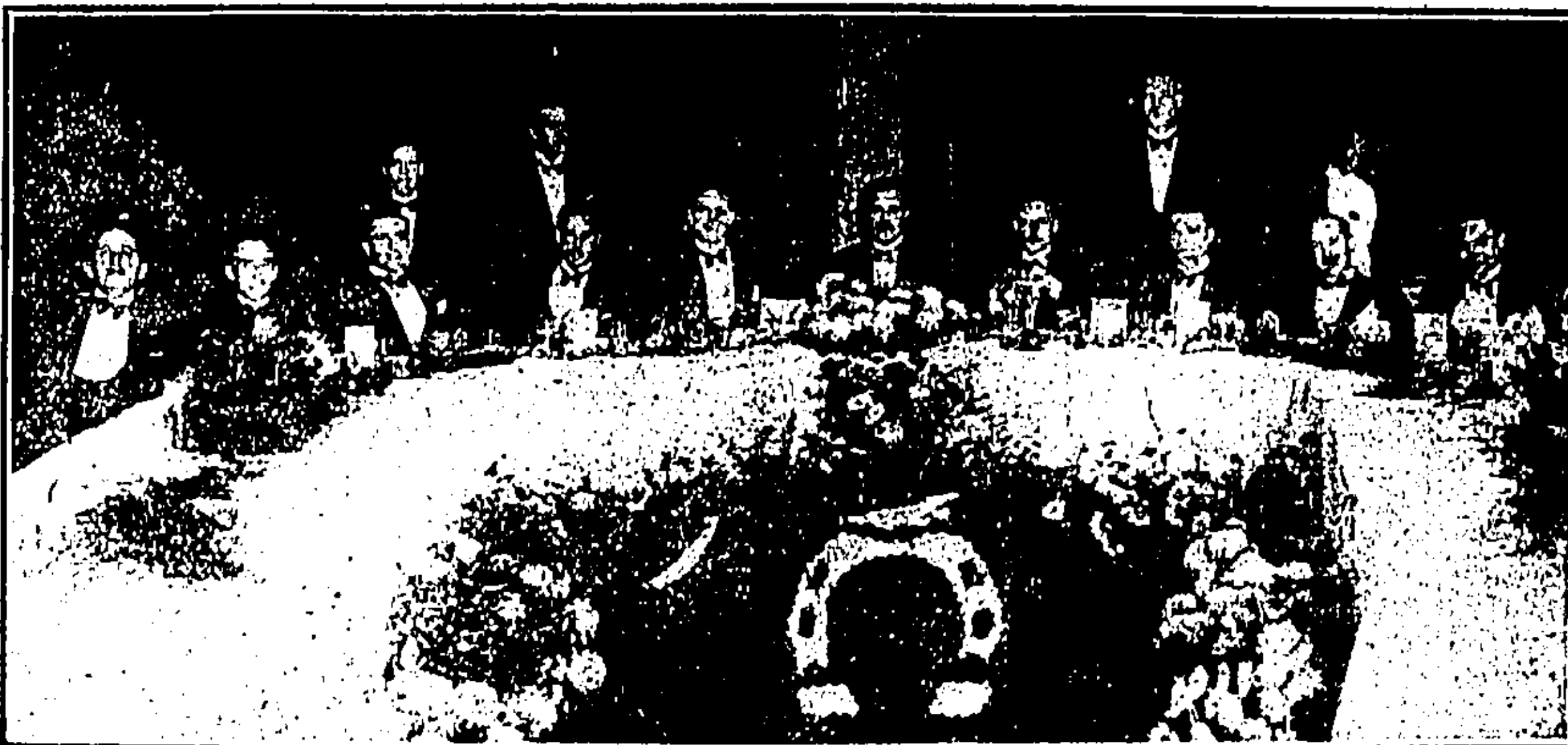
Remarkable photograph of the R-101, Britain's new air monarch, as it floats majestically above the city of London during the recent trial flight from Cardington aerodrome. The dirigible is the largest in the world and has a passenger carrying capacity of one hundred persons.

Noted Flyer And Wife On Tour



Colonel Clarence Chamberlin, with Mrs. Chamberlin, photographed just as they left Newark Airport for a hop along the New Jersey coast. Mrs. Chamberlin is an enthusiastic student of aviation and is learning to handle the "stick" under her husband's tuition.

Champions Night At Shanghai



(Above).—A dinner was given at the Canidrome to a few jockeys and owners of the ponies who took part in the recent autumn race meeting of the Shanghai Race Club. Major T. F. G. Stroubell presided. The horse-shoe, which was composed of chrysanthemums, is seen before the dinner table.—(Ah Fong).

Commands R-101



Squadron Leader E. L. Johnson, who commands the R-101 as chief navigator.

WITH ALL THE PEP
of a Jazz Band.



All the Poise
of a
Drum Major



The Assurance
of a
Radio Announcer.



The Attention that
a Manipulator
Caught Short in the
Market
Gives the Ticker



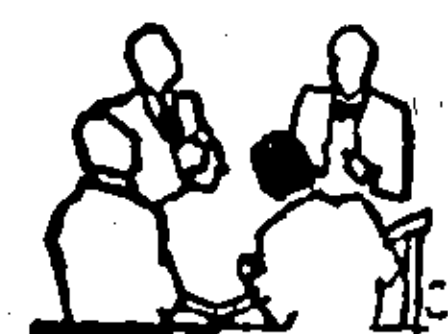
The Perseverance and
Optimism of an Ancient
Pedant learning to Play
Ping Pong



and the Pride with which a
Bride Ties, Her New Hubby's
Tie.



THE STAFF
of the
HONG KONG
DOLLAR DIRECTORY CO.



are forging
ahead with the
NEW 1930 ISSUE



A Knock-out
Dollar's worth.



SEND IN YOUR INFORMATION NOW

To the
HONG KONG
DOLLAR
DIRECTORY
COMPANY.
3a Wyndham St.

This Directory is Printed and Publish-
ed in the Colony, therefore the money
is turned over in the Colony and re-
mains in the Colony for the Colony's
Good.

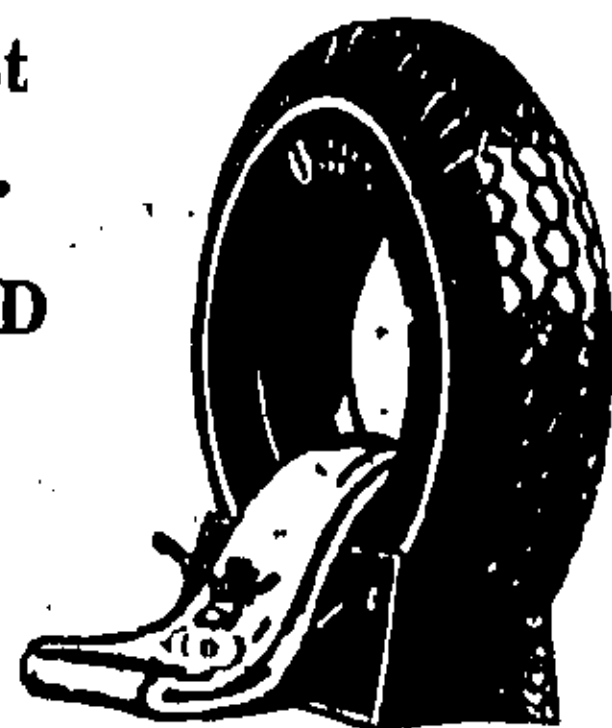
WHAT are the BEST presents for this Christmas?
ORIENTAL GIFTS.

WHERE to get the BEST choice!
FOOK WENG & CO.,
China Building.

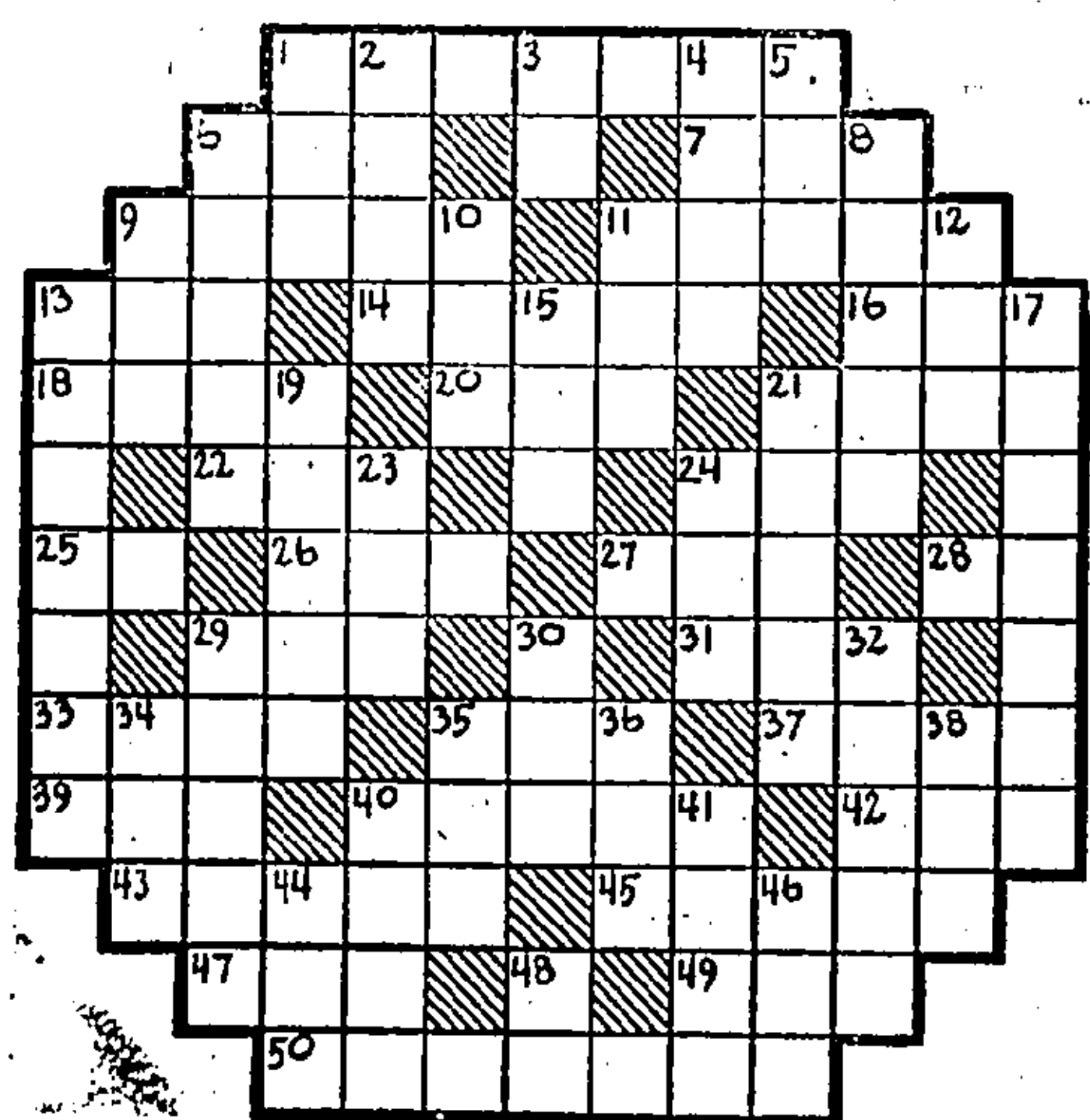
WHEN will be the BEST time?
NOW! AT OUR SALE!

INDIA SUPER SERVICE TIRES

W. R. LOXLEY & CO.
York Bldg.



(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
|-----------------------------|--------------------------------|-----------------------------|
| 1-Automobile | 39-Noise | 12-Fish eye |
| 6-Vehicle | 40-The whole range of anything | 13-Smoothed, as feathers |
| 7-Suffix. Pertaining to | 42-Performed | 15-Fresh |
| 7-Month | 43-A coast (pl.) | 17-Beasted |
| 11-Essential oil of roses | 46-Post at end of hand-rail | 19-Evangelist |
| 13-Arcadian woodland spirit | 47-Explore | 21-Castigates |
| 14-Depends | 48-Turkman god | 23-Pale |
| 16-Decay | 50-Sewing implement (pl.) | 24-Grassy meadow |
| 18-Tall grass stem | | 25-Of length with longing |
| 20-Golf mound | VERTICAL | 30-Portuguese title |
| 21-A bore | 1-Deface | 32-Senior |
| 22-Contained moisture | 2-Roguish | 34-Pep |
| 24-The (French) | 3-Pronoun | 35-Master in aeriform state |
| 25-And (Latin) | 4-In egg | 36-A large cauld |
| 26-Clear | 5-Consume | 38-Grassy liquid |
| 27-Chinese shrub | 6-Whipped | 39-Marincorn |
| 28-Prefix. Twice | 8-The nostrils | 41-Combining form. Far |
| 29-Transfix | 9-Girl's name | 44-Own (Scott.) |
| 31-Consumed | 10-Head cover | 46-E |
| 33-Bad | 11-Divide of life | 48-Paid (fabr.) |
| 35-Obtained | | |
| 37-The blackthorn | | |

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

Rugby, Yesterday.
Although Lord Byng is still very weak after his recent illness, it is expected he will be well enough to leave London on his convalescent trip to South Africa on December 20. Doctors anticipate that he ultimately will make a complete recovery.—British Wireless Service.

For this reason Mr. Morrison has made it known that no elaboration of his recent statement on the proposals is likely to be made for some time.—
British Wireless Service.

Dr. Ragnar Kumlin, Acting Vice Consul for Sweden, during the absence of Mr. E. Wäsen, arrived in Shanghai by the "Nagasaki Maru" to take up his duties at the Consulate General.



Douglas Fairbanks who arrives in Hong Kong to-day.

CHINA NEWS, LOCAL NEWS
and all the NEWS.
*The Weekly paper that saves you
the trouble of writing Home.*

China and Soviet Russia are reported to have reached an agreement, but no official confirmation has yet come from Nanking. In any event the latest developments are reported in the "Overland China Mail."

But there is another war closer to Hong Kong. It is the momentous struggle in Kwangtung, for possession of Canton and mastery of the South. It has already proved a hindrance to trade and will have lasting evil effects if it continues. Business connections in the Old Country will certainly desire to be posted as to developments so as to keep abreast of the times. They will receive an "Overland China Mail" from you with thorough appreciation.

For the "Overland" invariably gives all the news, both "China" and "local." It is the only weekly budget of news published in Hong Kong which carries illustrations. It explains all the intricacies of things Chinese.

In this week's issue, you can read about the premier social event of the Hong Kong season — St. Andrew's Ball; all matters in the Colony—such as in the realm of sports, crime, legislature, trade, etc.—are fully dealt with. Be sure to get your copy. By sending it away you are helping to boost Hong Kong.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news, every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the cost of insurance in your part, and at a moderate cost of H.K.\$7.75 for three months, the "Overland China Mail" will be sent Home for you every month, catching the mail regularly. Send us your letters, photographs and pictures from the daily "China Mail" that make a studied appeal to people with any interest published since the early days of the Colony, to be sent OVER-BOARD because there was no Sues Canal, and it was the quickest route by which the mail came Home. In the march of times the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired!

[Sole] on the streets and at the bookstalls or you can send your
 subscription to the office—U.K. \$12 per annum, or
 \$15 including postage abroad, half-yearly
 quarterly, or specific periods, pro rata.
 No. 3A, WYNDHAM STREET—PHONE C. 21

"THE OVERLAND CHINA MAIL"

In association with the Grand Hotel des Wagons Lits, Peking.

Special Menus for Private Parties.

Best quality—Prompt attention to Exporters.
Office:—231, Queen's Road Central, 2nd floor. Tel. Central 2530.
Factory:—500-504, Canton Road, Yaumati. Tel. Kowloon 869.

**WE, NONE OF US, LIKE TO
HEAR A WOMAN SWEAR,
BUT CAN YOU BLAME HER?**

**DAMN THESE
COCKROACHES**

**Obtainable At All The Leading
Dispensaries And Stores.**

HAROLD F. RITCHIE & CO., INC.,
NEW YORK.

Sole Agents:—

HARRY WICKING & CO.
HONG KONG.

AT PRESENT, OUTDOOR WORK ONLY

PHOTOGRAPHER

NIGHT PHOTOGRAPHY AND ENLARGEMENTS A SPECIALITY. ENLARGEMENTS CAN BE MADE FROM ANY PHOTOGRAPH. NEW, OLD OR FADED.

WEDDINGS AND GROUPS A FEATURE

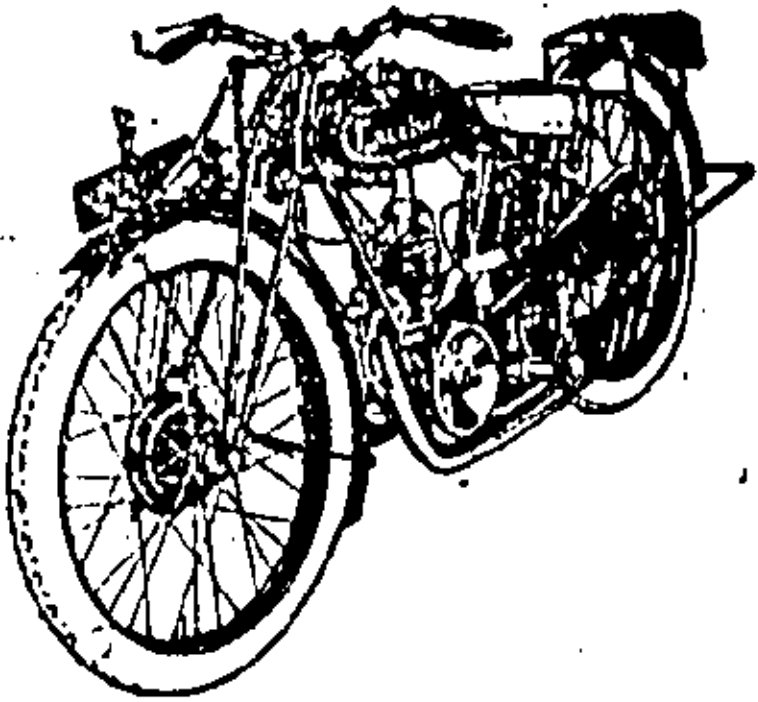
**SPECIAL ATTENTION GIVEN TO
DEVELOPING, PRINTING AND
ENLARGING 'AMATEURS'
PHOTOGRAPHS AT A VERY
MODERATE CHARGE.**

PROMPT DELIVERY GUARANTEED

I can give you as good results as any Photographer
in the City and better than 95 % of them
TEMPORARY OFFICE:
3rd FLOOR, 117, PRAYA EAST, HONG KONG.

THE MOTORISTS' PAGE.

PRICES GREATLY REDUCED!



EXCELSIOR MOTOR CYCLES

In order to give way for 1930 models which are coming, our stock of motor cycles have to go at greatly reduced prices.

Take The Advantage Right Away!
THE SINCERE CO., LTD.
SOLE AGENTS.



As good
as New —

Let us renew the original beauty of your car with an expertly applied DUCO finish job. Then she'll look as good as new.

Full particulars from
THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Road C.
Telephone C. 1219 & C. 6254.



RADIO SUPPLIES.
**Electric Gramophones
& Motors**
Tone Arms and Sound Boxes.
Super Elto Outboard Motors.

RUDOLF WOLFF & KEW, LIMITED,
1st floor. 54, Queen's Road Central, Tel. C. 2178.

DODGE NEW SIX SEDAN
DODGE ROADSTER
DODGE SENIOR SIX.
DODGE TRUCKS & BUSES.
¾-2 Tons.
NOW ON VIEW
SOUTH CHINA MOTOR CAR CO.
33, Des Voeux Road, Central.
Telephone C. 5644.

U.S. PROGRESS Production And Export This Year

The production and export figures of the U.S. automobile industry (including Canadian output) are supplied to this paper as follows:

4,443,350 motor vehicles, i.e. 3,331,045 passenger cars and 612,305 trucks have been produced by the United States Automobile Industry during the first eight months of the present year, while 3,236,354 motor vehicles, or 2,947,630 passenger cars and 378,734 trucks were turned out in the same period of 1928, showing an increase in production of 1,206,986 motor vehicles for January to August, 1929.

Foreign sales during the first seven months of 1929 figured 715,134 motor vehicles (488,178 passenger cars and 226,956 trucks), or 18.2 per cent. of the production. In the same period of last year 482,732 motor vehicles (380,543 passenger cars and 102,279 trucks), or 17.6 per cent. of the production, were exported.

"EQUAL RIGHTS"

Lord Cecil's Claims For Pedestrians

"The deaths and injuries received on the road are an evil comparable to any of the evils which human society was struggling against," declared Viscount Cecil of Chelwood. He was presiding at the inaugural meeting of the Pedestrians' Association at Essex Hall, Strand, when "safety for all legitimate users of the highways" was called for.

Mr. Herbert Morrison, M.P., the Minister of Transport, sent a letter stating that the representations of the association in regard to certain recommendations contained in the first report of the Royal Commission on Transport would receive careful consideration, in connection with any legislative proposals which he might introduce relative to the regulation of motor traffic.

"What we want," said Lord Cecil, "is fair play and equal rights on the highway. We have no hostility to other users of the roads. When we look at the terrible figures of accidents—more than 6,000 people were killed and 200,000 were injured last year—we are struck by the fact that 20 per cent. of the victims were pedestrians, but the innocent driver of a motor vehicle should also be protected.

Three Points of Policy

"I ask three things: "That some test should be imposed upon drivers before they are allowed to drive.

"That we should make some closer definition of what is described as 'dangerous driving.'

"That any person guilty of dangerous driving should have his licence suspended normally without any further discussion.

"A person who drives dangerously should not be allowed to drive at all. His licence should be suspended without any further discussion."

He would regret, he went on, the unqualified abolition of speed limits, and he opposed those who said that speed in itself was not a danger. In a crowded country like ours it was absurd to say that driving fast was less dangerous than driving slowly.

It was a monstrous shame that the unhappy users of the highways were left no means of going safely. In his own village children walked through country lanes to school, having been cautioned by their parents. "Poor wretches, they all crowd into the ditch to avoid passing cars."

Mr. F. Llewellyn Jones, coroner and M.P. for Flintshire, wrote urging that first and second-class roads should have a footway wide enough for two pedestrians and kept in as good a condition as the roadway.

Dr. A. Salter, M.P., said that if the speed limit was abolished the present death-rate would go up by leaps and bounds. "It will be a 'murderous incitement' bill. We must protect the ordinary pedestrian users of the road against excessive speed."

"Many little villages, he said, 'have been turned into little hells on earth by the reckless motorists; and I can see the elements of first-class war between the motorists and the people because I have witnessed some ugly scenes on the road.' (A Voice: "There will be a civil war!")

BUYERS' DEMANDS Car Designed For Smooth Riding

Numerous factors of consideration enter into the average car owner's mind when planning a motor tour. Chief among these, especially where a long journey is planned, is the riding qualities of this car.

Experts point out that comfortable riding qualities do not necessarily depend on the type of road travelled. They state that the design and construction features of the car are major factors in providing maximum comfort for driver and passengers under all road and traffic conditions.

Willis-Overland engineers declare that in the design of the Whippet lines of four and six cylinder cars, marked attention was centered in providing a car that would bring to the owner a new sense of comfort regardless of the length of the journey. Exhaustive tests were conducted over every type of highway, these tests finally resulting in the perfection of the current Whippet lines which, among other things, have won an outstanding reputation for their superior riding qualities.

Increase in the Whippet wheelbase, longer spring length both front and rear, oversize balloon tyres and shock absorbers have been contributing factors in the comfortable riding qualities of the car. These features, combined with full force feed lubrication, silent timing chain, invar-strut piston, large four-wheel brakes, and the added convenience of "Finger-Tip Control," have placed the Whippet in a distinctive position in the low priced field of four and six cylinder cars.

Thousands of owners of these striking models, many of whom had previously owned higher priced cars, state that the high standard performance of the Whippet fours and sixes are comparable with cars that sell in the high price classifications.

Not alone have the Superior Whippet Cars won a wide acceptance on the part of the male drivers but women owners declare that the ease with which the Whippets are handled in heavy city traffic, parking and over the wide open highways make them ideal for all purposes.

BOY MOTOR-CYCLISTS

"Danger To Themselves And The Public"

"Lads of this age ought not to be riding motor-cycles; they are a danger to themselves and to the public," said the coroner (Mr. Thomas Wilson) at an inquest at Burnt Ash, Suffolk, on Stanley Bennett, aged 15, of Shipsea Hill, Cambridgeshire, who crashed into a lorry while riding his motor-cycle.

It was stated that Bennett broke his neck, and a companion riding on the pillion suffered concussion.

A jurymen said: "I think it is a pity that licences are issued to people under 18."

The Coroner: I agree with you. There are a great many of these lads riding about.

A verdict of accidental death was returned.

NEW YORK AUTOMOBILE SHOW

The 30th annual Automobile Show will be held at Grand Central Palace, New York, from January 4-11. There will be displays of 240 models, representing 46 makers of cars, i.e. 42 makers of domestic cars, 2 domestic cabs, as well as the showing of Mercedes-Benz and Volvo, foreign automobiles. There will also be shown for the first time the new Cord, the Marquette, the Roosevelt, and the Viking. In addition to these exhibits, there will be more than 200 displays by accessory manufacturers and makers of shop equipment.

**QUICK AND
EFFICIENT
REPAIRS**

FIAT GARAGE
67A, 67B, Des Voeux Rd. C.
Tel. C. 4521.

MOTOR TRADE Attacking A U.S. Preserve

London, Nov. 5.

Leaders of the motor industry were rather disappointed at the cautiousness of Mr. J. H. Thomas's references to that subject in his speech on unemployment, and the implication that the only stimulus to the export of British motor vehicles was in the form of a change in the basis of taxation.

The talks between the Minister and the manufacturers, however, have not come to an end. It is understood that there will be another meeting in about a fortnight's time, when a number of concrete suggestions will be submitted to him.

While it is true that the Society of Motor Manufacturers and Traders has pressed the view that motor transport bears more than its fair share of taxation, and that, say, a 25 per cent. reduction in the horsepower tax would help them to compete in the Overseas markets, that is by no means the only way in which they believe that the Government could legitimately assist the industry.

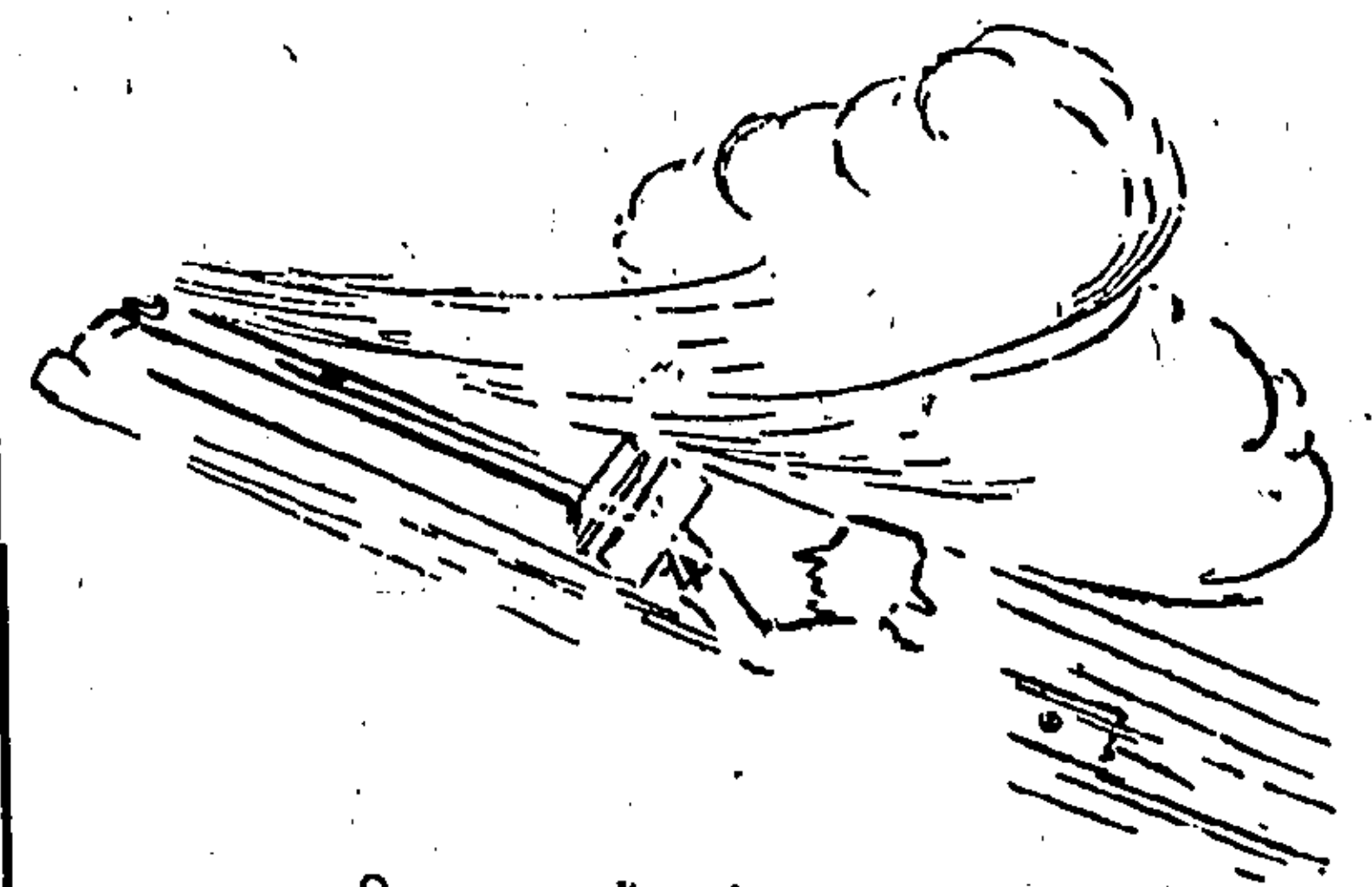
Canadian Market

At the next conference Mr. Thomas will probably be invited to consider whether the better trade relations with Canada, which he hopes to see established, cannot include motors as well as cotton, coal, and steel.

Canada, as a market for cars, is now an American preserve, although many Canadians would choose British cars if prices were at all comparable. We cannot expect Canada to allow British cars in duty-free entry to engine units or chassis, which would be assembled and finished by Canadian labour and with Canadian material.

There is also the question of the export of what are really American cars by way of Canada. These vehicles have only to prove themselves 25 per cent. Canadian in order to enjoy the benefits of Imperial Preference here and in the Dominions. It will be suggested to Mr. Thomas that the standard of 50 per cent. British in labour and material, which Canada now applies to the cotton goods of Lancashire, might, with at least equal fairness, be applied to motor vehicles which seek to receive preferential treatment.

As regards taxation at home, (says the London "Daily Telegraph's" motoring correspondent)



One outstanding feature of our present mode of living is speed. This is an age of rapid motion. It will become more and more rapid, rather than less so. People will learn to relax in motion and to live more deeply, but there will be no turning back to less rapid days. All progress has been marked by an increase in speed—the conquering of space and time. The trend is a fundamental one—not a passing phase.

Gargoyles' Mobiloil—the New Mobiloil—ensures economical conquering of space and time.

Mobiloil

I am able to state that what the Society of Motor Manufacturers and Traders asked for was a lower horsepower tax and the financing of new road construction by issues of bonds. They have neither suggested nor approved any increase of the petrol tax.

DRIVER ACQUITTED No Evidence Offered By Prosecution

At Nottingham Assizes Edward Henry Coughtrey, 32, a Nottingham crisp potato merchant, was indicted on a coroner's warrant for the manslaughter of William Ayres Astle, a fireman who was employed by the London and North-Eastern Railway Company.

In the proceedings before the magistrates it was alleged that the accused drove his motor-car negligently on a wet night and knocked down Astle, who was fatally injured.

The magistrates held that there was no evidence to warrant his commitment for trial, but the coroner's jury had returned a verdict of manslaughter.

Dr. Tinsley Landley, for the prosecution, said that after communicating with the public prosecutor and having regard to the magisterial decision, he did not propose to offer any evidence.

Mr. Justice MacKinnon, expressing his agreement with this course, directed the jury to return a verdict of not guilty.

Coughtrey, who had been on bail, was discharged.

BUILT RIGHT FROM RIM TO ROAD.

FISK

Their MILEAGE RECORDS PROVE IT!



When you purchase FISK, all worry about your tyres ceases, because FISK ALL-CORD deliver more MILEAGE than you can reasonably expect.

**FIT FISK, ENJOY BLISS
AND GIVE WORRY A MISS.**

FISK give the utmost in safe traction, good looks and long life.

FOR EXCESS MILEAGE YOU NEED FISK.

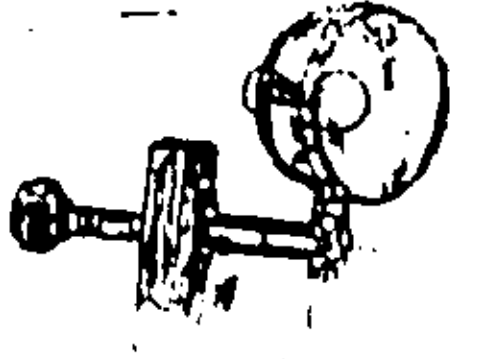
OBTAINABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors: **GILMAN & CO.**
Tel. C.290. 4A, Des Voeux Road C.



AUTO ACCESSORIES

THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Rd. C.



Spare Parts
Batteries,
etc., etc.



Electric
Accessories,
etc., etc.

MOTOR LAWS**New Regulations At Home**

During the war (writes a correspondent) I was vastly intrigued by the sight of a confidential map of London which bore a series of mysterious red dots. These marked the places where the German Zepps and Gothas had planted their presents upon the citizens of London. This week I have seen a map very similar in conception. The main point of difference is that it is embellished by many more dots than the others.

The chart to which I make reference is to be seen at Scotland Yard and it is covered with death dots in various colours, blue if a motor-car or cycle was concerned, black for a tram-car, green for a cab, red for an omnibus, and so on, for London's traffic takes a far greater toll of life than that ever contemplated by the Germans.

One very large map is an eight-years record of death dots to give the authorities still further guidance to the death-traps. This record proves that the deadliest place in the country of London is High Street, Camden Town, where, at a point just above the Cobden statue, 17 lives have been sacrificed. The Angel at Islington has a record nearly as black. More than 70 deaths are spread along Commercial Road.

Death Trap

There are frequent death traps also in Whitechapel Road, Mile End Road, Vauxhall Bridge Road, Old Kent Road and Oxford Street.

The lesson of the maps is that the accidents occur where the traffic is heaviest and most congested, and not in places where it is fastest. By the exhibition of more "Please Cross here" notices, by rearrangements of stopping-places for omnibuses or trams, by the provision of more refuges and improved plans for controlling traffic, it is hoped to reduce the toll of life in all these places.

In several places rotary traffic is still regarded as experimental, but it bears the test of figures well. The number of fatal accidents has been reduced in the centres where roundabout traffic is in operation. The deaths are down so far by about ten a year. That is considered to outweigh a slight increase in people injured.

The official view is that the increased pace of the traffic at these places is teaching the public to be more careful. Londoners in the main have their own carelessness to thank for the increase in road tragedies.

Busy But Safe

The Minister of Transport does not accept the view that as motor vehicles increase in number a corresponding increase in accidents is inevitable. One of the safest spots in the busy parts of London is Hyde Park Corner, where, on a busy day about 72,000 vehicles pass in twelve hours. Yet in three years not one person has been injured fatally there in crossing the road.

Officers with years of experience in busy centres are practically agreed that London's chief fight in the battle for safer streets is a fight against common carelessness. Many of them are convinced that in view of the recklessness and absent-mindedness which thousands of pedestrians display daily, it is surprising that the number of people killed is not even greater.

Abolition of the Speed Limit
London's traffic is so well regulated that where accidents occur the driver of the vehicle concerned is usually found to be practically blameless. Outside the congested area, however, conditions are naturally different and a Bill dealing with these problems will probably engage the attention of Parliament during the coming session.

The principal changes in the law which it will provide for are understood to be:—Abolition of the present statutory speed limit; Compulsory insurance for third-party risks; and physical fitness certificates for drivers.

The question of the abolition of

the speed-limit for motor-cars has been carefully examined. While the Transport Ministry has come to the conclusion that the present statutory limit should be abolished, power is to be retained to prescribe limits of speed in particular areas.

In the absence of a general speed-limit, motorists will become subject to a stiff penalty if convicted of reckless, negligent, or dangerous driving, as it is the view of the Ministry that this will afford better protection for the public, and will make for greater safety on the roads than a speed-limit.

The question of compulsory insurance against third-party risks has been engaging the attention of the Government. Ministers are definitely in favour of legislative action to ensure that claims for injuries or damage, when fully established, should be met.

It is proposed to require from every applicant for a driving licence a declaration of physical fitness. Any deliberate misrepresentation when filling up the form will be punishable with a severe fine.

It seems that at long last we are really to have sane motoring laws.

DEATH AT WHEEL**Conductor Averts Crash**

A bus conductor's presence of mind in stopping his bus when the driver collapsed was commended by the Cheam (Surrey) Coroner (Mr. F. J. Nightingale) at an inquest on the driver, William Penn, aged 51, of Earlsfield, London, S.W.

The conductor, Richard Chincey, of Merton Park, said that Penn had complained of not feeling well before the bus started. While he was collecting fares in London Road, North Cheam, he noticed the bus slow up and veer to the offside of the road. He jumped off, ran to the front, and applied the brakes. Penn had collapsed in his cab.

Dr. Greene said that death was due to fatty degeneration of the heart, which was a difficult condition to diagnose, and might cause death at any moment.

In reply to the coroner, a representative of the London General Omnibus Company said that drivers were medically examined before beginning employment, but not again unless they complained of illness or had been ill.

Recording a verdict of death from natural causes, the coroner said that it was fortunate the accident happened in a quiet place. Its consequences were minimised by the conductor's prompt action.

WHY SPEED LIMIT FEARS?

Referring to the projected new Traffic Bill, "The Motor" refers to the policy of delay adopted by the late Government, and states that the fears entertained centred mainly on the abolition of the speed limit and public opinion thereon: Our contemporary remarks:—

"There is really no reason why the present Minister of Transport should entertain any qualms of conscience in abrogating a speed limit of 20 miles per hour. He has only to bring to his mind the fact that members of the public in very large numbers are now making journeys on the roads in motor coaches which travel over long distances at speeds varying from 20 m.p.h. to as much as 40 m.p.h. and that the passengers expect these journeys to be accomplished in schedule time.

"The speed limit can well go, and in its place we should have in the new Bill a clear-cut, reasonable definition of dangerous driving, free from the ambiguity of the present one which was conceived in a spirit of panic."

BEAN

LANE CRAWFORD, LTD.
Automobile Dept. C.131.

"SAFETY FIRST"**Joint Duty To Avoid Accidents**

The Lord Chief Justice (Lord Hewart) commented on the law relating to negligence by motorists and contributory negligence by pedestrians when summing up to a special jury in the King's Bench Division.

Mr. Joseph Dancier, of Orsett-terrace, Paddington, had sued Mr. Ernest Lionel Holliss, of New Pond Farm, Ruislip, claiming damages for personal injuries.

On May 15 last Mr. Dancier was crossing Regent Street, when he was knocked down by the motor-car driven by Mr. Holliss. He received a fracture of his left arm. The defence was that Mr. Dancier was negligent, as he crossed the road without looking, and without heeding traffic. It was stated that there was frozen snow on the road, and that when the brakes were applied the car skidded forward with the back wheels locked.

Lord Hewart said that the word "negligence" was used in ordinary conversation, and probably the persons who used it meant by it nothing more than carelessness. In law negligence had a definite and restricted meaning.

In order to be satisfied that there was negligence of an actionable kind, the jury had to be satisfied that the defendant did something which a reasonable person would not have done, or had omitted to do something which a reasonable person would have done. The burden of proof was on the person who complained of negligence.

The fact that one person was in fault would not dispense another person from the duty of exercising ordinary care, but if the defendant could, by the exercise of ordinary care and diligence, have avoided the accident, the plaintiff's negligence would not excuse the defendant. There might be circumstances in which it was true to say that what was complained of was the result of the simultaneous and combined negligence of plaintiff and defendant.

No Fault of Both

"We learn in the nursery," said Lord Hewart, "that if two children spill the jam by something which they are both doing the governess may say with perfect truth. 'This is the fault of both of you. You, John, and you, Mary, are both to blame, and you are naughty children.'"

The word "contributory" which had been used in the case, was one of the most misleading expressions known to the common law. It was misleading because, when it was used in this kind of context, it meant something different from what it meant in the ordinary parlance of life.

"You can imagine," said Lord Hewart, "the misleading consequences of using that word 'contributory' about negligence when the law is, and common-sense is, that it does not matter if a man was negligent unless it is true to say that but for the negligence the accident would not have happened."

The jury's task was to decide who was responsible for the accident, remembering that both the plaintiff and the defendant had the duty of avoiding, if possible, the consequences of negligence on the part of the other.

Referring to the fact that Mr. Dancier was crossing from the footpath to a street refuge, Lord Hewart said that in these days of "safety first" people were exhorted to look both ways before crossing the road, and the jury must decide whether Mr. Dancier's acts were consistent with the behaviour of a reasonable and prudent man. If they were satisfied that Mr. Dancier looked up the road before he started to cross and found the road clear, could they say that he was negligent for not continuing to look to the right or not looking to the right again? Mr. Holliss has applied the brakes, the car skidded. What more could he have done?

The jury returned a verdict for the motorist, Mr. Holliss, and judgment was entered accordingly, with costs.

PEDESTRIANS**"Taking Drivers By Surprise"**

A verdict of accidental death was returned at the inquest at Hackney, on Thomas Waterlow Francis, 75, of Norah Street, Bethnal Green, who was killed when a lorry skidded and overturned in Victoria Park Road, South Hackney. The driver was exonerated.

The coroner, Dr. Edwin Smith, said that elderly people, and sometimes even young people, were absent-minded, and stepped off the kerb without noticing the traffic.

"If a pedestrian does that," he added, "as a lorry is coming along, and takes the driver by surprise, then the driver cannot be blamed for what happens. The driver has a duty to the public—that of taking care—but the public also have a duty."

SHOWING ITS PACES**Guy Lorry In Australia**

A Guy 30 cwt. "ON" type lorry, loaded with 300 gallons of petrol, recently left Melbourne for a 375 miles journey to Mildura. Its total laden weight was just over 3 tons 10 cwt. It arrived at Ballarat (77 miles) at 9 p.m. on the same day, but the actual running time was only 4½ hours.

This section is rather hilly, but the truck proved to be an excellent cumber, third gear being only used three times and second gear once. The maximum speed was 20 miles per hour, with an average throughout the journey of 17 m.p.h. At 6.30 a.m. the following morning the journey was continued for 96 miles, when a stoppage was made through shortage of petrol. Replenishing, the journey was continued, and Avoca was reached at 9.15 a.m. After a stay of a quarter of an hour the journey was made to St. Arnaud (161 miles). The road from Ballarat was dry and in places the surface was very bad. All hills were taken on top, third gear being only used once, and then over a very uneven stretch. The day's journey was completed at Lascelles. After leaving Donald the road traversed was unformed practically the whole of the distance to Woomelang (249 miles) and at times bad patches of drift sand were traversed.

The journey was resumed the next morning at 8 o'clock, and from this time on was full of excitement. Sand, bad pot-holes, deep ruts, etc., were encountered, but the GUY surmounted all obstacles with surprising ease. From Ouyen (299 miles) it was necessary at times to deviate from roads in course of renewal and travel through the virgin Mallee. One such detour of 1½ miles was so bad with deep, loose sand that third gear was used the whole of the distance. During this stage a private car was found badly bogged, but the GUY extricated it from its predicament and continued the journey. Mildura was reached at 3 p.m.

A remarkable feature about the whole journey was the fact that not one drop of water was added to the radiator, and the water level proved to be the same at the end of the journey. The average speed throughout the whole of the journey was 18.3 miles per hour, and the petrol consumption worked out at an average of 13.4 miles per gallon.



"Be sure to see it"

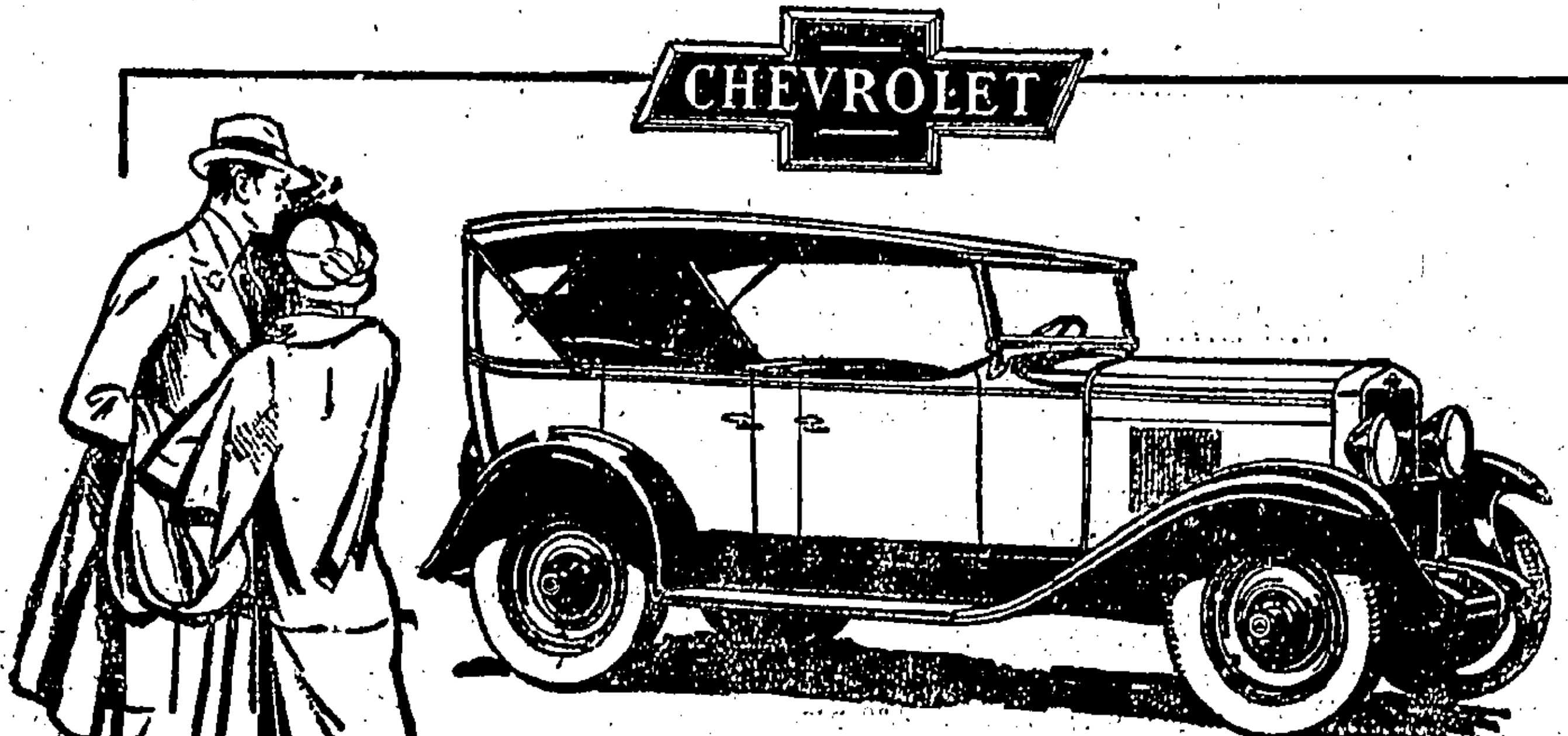
The New BUICK

with New Non-Glare Windshield

114" Wheelbase Marquette Models		G\$1,470 to G\$1,600
118" Wheelbase Buick Models		G\$1,800 to G\$1,940
124" Wheelbase Buick Models		G\$2,240 to G\$2,275
132" Wheelbase Buick Models		G\$2,195 to G\$2,890

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

A NEW CAR*with an Old Slogan***"For Economical Transportation."**


CHEVROLET

No matter how far afield you may travel — or how hilly the trail — you will find that your New Chevrolet provides a type of performance you never dreamed possible in a low priced car — performance that adds new zest to your motoring year after year.

Yet, never in sixteen years of constant progress has Chevrolet produced a car which so completely fulfils the promise of its world-famous slogan — "For Economical Transportation."

A Six in the price range of the Four — a car that has amazed the engineering world by its ability to provide those engineering refinements and advancements heretofore found only in higher priced cars, and which at the same time contribute so much to the astonishing economy of operation of the New Chevrolet.

Ride in the New Chevrolet. Let us show you the many new features that help to provide new performance with characteristic Chevrolet economy.

THE HONG KONG HOTEL GARAGE

25 Queen's Road C.

Tel. Central 4759.

The new Chevrolet Phaeton. The top can be easily and quietly lowered.

READY FOR DELIVERY

TOURER	H.K.\$1,850	SEDAN	H.K.\$2,295
1½ ton TRUCK CHASSIS	H.K.\$1,770		
ROADSTER	H.K.\$1,850		

Complete with Bumper, Spare Tyre & Tube.

PACKARD. PLYMOUTH.
CHRYSLER. DE SOTO
Motor Cars.
Sole Agents:
REPUBLIC MOTOR COMPANY
OF CHINA
30-32, Des Voeux Road C.
Tel. C. 1219 and C. 6252.

The China Mail

Thursday, December 5, 1929.
Eleventh Moon, 5th Day.

ESTABLISHED
1845

大英十二月五號 禮拜四
中華民國已巳年十一月初五

HONG KONG, THURSDAY, DECEMBER 5, 1929.

"OVERLAND CHINA MAIL"

SEND IT HOME!

THE WEEK'S NEWS
ILLUSTRATED.

25 cts.

25 cts.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.
"PERSEUS" 10th Dec. M'Isles, London, R'dam & Hamburg
"PATROCLUS" 24th Dec. M'Isles, London, R'dam & Glasgow
* Calls at Casablanca

LIVERPOOL SERVICE.
"CYCLOPS" 20th Dec. Genoa, Havre, Liverpool & Glasgow
"ANTHUS" 24th Dec. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.
via KOREA & YOKOHAMA.
"TEUGER" 12th Dec. Victoria, Vancouver & Seattle
"TALITHYRUS" 31st Dec. Victoria, Vancouver & Seattle

INWARD SERVICE.
"ACHILLES" Due 9th Dec. For Shanghai, Moji, Kobe & Yokohama
"ANTENOR" Due 12th Dec. For Shanghai, Tientsin & Dairen

PASSENGER SERVICE.
"ANTENOR" 13th Dec. Shanghai, Tientsin & Dairen
"PATROCLUS" 24th Dec. Singapore, Marseilles & London
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:-
Butterfield & Swire,
Agents.

POST OFFICE NOTICE.

RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Office. No charge is made for this.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

List of vessels to be expected in wireless communication with Hong Kong R.D.O.:—Kambove, D'Artagnan, President Lincoln.

INWARD MAILS

From	Per
Shanghai	THURSDAY, DECEMBER 5.
Shanghai & Amoy	Chusan
Japan	Kanhow
Japan and Shanghai	Wakasa Maru
U.S.A. (Seattle, Nov. 16), Canada, Japan & Shanghai	FRIDAY, DECEMBER 6.
Rawalpindi	Rawalpindi
Shanghai and Swatow	SUNDAY, DECEMBER 8.
Straits	Hakozaki Maru
Japan	Penang Maru
Manila	MONDAY, DECEMBER 9.
Australia and Manila	President Grant
Australia and Manila	St. Albans
Australia and Manila	Changte

OUTWARD MAILS

For	Per
Amoy	THURSDAY, DECEMBER 5.
Saigon	Tilawa 3.30 p.m.
Bangkok	Holkon 4.30 p.m.
	Marly 5 p.m.
Shanghai, Japan & Europe via Siberia	FRIDAY, DECEMBER 6.
*Straits, E. Africa via Mombasa, Lourenco Marques, South Africa and *South American Ports.	Rajputana 10.30 a.m.
Swatow, Amoy and Poochow	Wakada Maru 10.30 a.m.
Saigon, *Straits, *Mauritius, *Lourenco Marques and *S. Africa	Halyang 1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa Aden Egypt & Europe via Marseilles	Tinhow 1.30 p.m.
	Rawalpindi (Due Marseilles January 3, 1930)
K.P.O.	G.P.O.
Parcels	Dec. 6, 4.30 p.m.
Registrations	Dec. 7, 9 a.m.
Letters	Dec. 7, 10 a.m.
	Dec. 7, 10.30 a.m.
Manila	SATURDAY, DECEMBER 7.
Holkon & Bangkok	President Lincoln 4.30 p.m.
Amoy	Blatag 5 p.m.
	Kwalyang 5 p.m.
Amoy	SUNDAY, DECEMBER 8.
Swatow, Amoy and Poochow	Kanhow 8.30 a.m.
Bangkok via Swatow	Canton Maru 9 a.m.
	Raying 9 a.m.

* Superscribed correspondence only.

BANKRUPTCY COURT PROCEEDINGS

CHINESE FISHMONGERS' ELUSIVE ASSETS

FIRM SINKS WITH JUNK

At the Bankruptcy Court this morning before the Chief Justice, Sir Henry Collier, the Official Receiver, Mr. E. L. Agassiz, applied for an adjudication order in the matter of John Valentine Dodd, formerly Chief Interpreter of the Supreme Court.

In making the application Mr. Agassiz said that he had originally applied for a receiving order against the debtor, whose liabilities were large and his only asset being his salary. Mr. Dodd had since the last proceedings worked for Mr. J. M. Remedios, Solicitor, for only one month. He is now in Shamen where he had obtained another employment, a permanent one, and his employers had consented to contribute \$80 a month toward liquidating Mr. Dodd's liabilities as long he remained in their employ.

Application Granted. Under the circumstances, Mr. Agassiz thought that it would be best to apply for adjudication order, since Mr. Dodd was out of the jurisdiction of the Court and also that no execution order could be levied against him. The application was granted.

In the matter of the Hing Loong firm, Mr. Agassiz made a similar application. Mr. F. H. Loseby was present in Court on behalf of a petitioning creditor. Adjudication order was granted.

The Kwan Loong. In the matter of the Kwan Loong Knitting firm and Au Wing, managing partner thereof, Mr. F. H. Loseby, on behalf of a petitioning creditor, applied for a hearing. Mr. Agassiz said that the debtor firm carried on business in the Colony and had borrowed \$651.78 from his client. On October 31, his client received a letter from Au Wing stating that the firm had suspended payment, and he was therefore asking from the Court a receiving order against the firm.

Money Owed. The petitioning creditor, Chan Fung, gave evidence of the money owing to him by the debtor firm. Questioned by the Official Receiver, he admitted that Au Wing had supplied him with the information which he had embodied in his affidavit showing the assets of the debtor firm. Mr. Agassiz: The item relating to the book debt, in which it was shown that \$2,200 was owing to the debtor firm, was supplied by Au Wing?—Yes. Do you believe that this is true and if so why cannot they pay you when so much money is owing to them? I believe it is true and the reason they cannot pay me is because they themselves owe people about \$20,000.

Machinery Sold. Questioned as to the other items, creditor said that he had been told that the machinery and fittings in debtor's firm were worth \$4,000. The Official Receiver said that machinery and fittings were auctioned for only \$1,500. To this creditor said that he had not allowed for depreciation. After pointing out that there

THE NAVAL BASE

First Lord Hedges A Question

London, Yesterday.

In the House of Commons, Mr. Ormsby Gore asked whether any new expenditure was involved in delaying the work of the Singapore Base, and whether the contractors claimed it as a break of the clause in their contract.

Mr. A. V. Alexander replied that he was unable to answer.—Reuter.

U.S. NAVAL BASE

To Be Established At San Diego

Washington, Yesterday.

The Secretary of the Navy has recommended to Congress the establishment of a Naval dirigible base on the Pacific coast at Camp Kearney, near San Diego.—Reuter's American Service.

was also distress for rent, etc., there was now only \$700 in the Court, and asked the creditor what was his idea of putting a man to bankruptcy for \$600.

Creditor replied that as debtor firm had been sued by others, he thought he would recover his money that way.

Mr. Loseby said that there was also the hope that other assets might come to light.

Partners Ran Away

Mr. Agassiz: How can other assets come to light when according to your client, Au Wing and the other partners had run away.

Mr. Loseby said that they had only the Official Receiver's word for it that all the machinery had been sold. There might be other items of assets.

Mr. Agassiz pointed out to his Lordship that he did not know whether Mr. Loseby was doubting his word, but a receiving order had been made against the debtor firm and that the money was paid into Court.

Petition Dismissed

His Lordship said that such aspersions on the Official Receiver would not help matters. Creditor would have to prove that there were other assets available, and as that had not been done, he would dismiss the petition.

In the matter of the Chuen Kee Fish Stall, the fourth partner therein was publicly examined. He said that he had \$2,000 share in the business. He was formerly a revenue officer in the Imports and Exports Office. He was away in Canton in connection with another business when the firm found itself in difficulty.

Questioned as to other assets belonging to the firm, he said that there was a junk in which he had \$3,500 share, but unfortunately only a few days ago, he received news from the charterers that the junk had sunk near Swatow and that 13 persons were drowned. Mr. Agassiz: Oh, I thought I was on the point of discovering new assets, but now I find it is sunk. The examination was closed.

A ROUGH HOUSE IN THE REICHSTAG

COMMUNISTS' SHOUTS OF "MURDERER"

PARTY LOSES ITS BRAINS

Berlin, Yesterday. Shouts of "bloodhound, murderer" resounded in the Reichstag during the first lying Bill for the protection of the Republic, Communists doing their utmost to prevent the Minister of the Interior speaking. Then blew whistles and yelled whenever the Minister rose.

Six Communists were expelled for a week. One who refused to leave was removed by the police.

The new Bill is almost similar to one which expired in July, but does not contain a clause forbidding the ex-Kaiser to return to Germany, the disintegration of the Nationalist Party overshadowing all else.

Twelve prominent deputies have already seceded, and it is generally whispered that the Party has now lost its brains.—Reuter.

Leadership Resigned

Berlin, Yesterday. The Disintegration of the German National Party is assuming unexpected proportions. The "Lokalanzeiger" estimates that the Party, which now has 78 seats in the Reichstag, will lose at least a score, since the members are objected to the policy of the party leader, Herr Bugenberg.

Count Westarp has resigned the leadership of the Party in the Reichstag.—Reuter.

LOAD LINES

Suggestion For World Conference

Rugby, Yesterday.

A report of the Committee on the load lines of merchant ships has been received by the Board of Trade, and in accordance with its recommendations, it is proposed to summon as soon as possible an international conference with the object of getting international agreement on the subject.—British Wireless Service.

CANTON FIGHTING

(Continued from Page 1.)

FURTHER FIGHTING

Further fighting both by the Ironsides and Kwangsi-ites has been reported. They have advanced in their respective sectors but the actions were not severe and only necessitated by having to clear away units in the Cantonese rearward.

Two of the larger vessels in the Nationalist Navy arrived in Hong Kong this morning, en route to Canton. They are the "Wing Keng" (believed to be the gunboat "Yung Chien," sometimes referred to as a light cruiser) and the "Chu Tung," one of the class of gunboats built in Japan.

OMINOUS FACTOR

No two Chinese have the same view as to the outcome. It is felt that the Cantonese might resist the combined invasion. On the other hand, it is known that the Ironsides and Kwangsi-ites were aware of reinforcements coming down to Canton, yet they did not hurry unduly. There has been no panic in Canton; but opposition to Chiang Kai-shek in North China is believed to be extending ominously, so that waverers in Canton might one day go over to the enemy and sway the balance by internal discord.

FRESH AND FINE

To-day's weather report from the Royal Observatory states:

The anti-cyclone remains stationary over the lower Yangtze Valley and depression is approaching the Southern Visayas.

Fresh to strong monsoon will prevail along the coast an over the China Sea.

Forecast:—N.E. winds; fresh, fair.

The following telegram has been received from Manila Observatory by the American Consul General:

11.45 a.m.: Typhoon in about 180 deg. Long. E. and 10 deg. Lat. N.; moving W.N.W.

TO-DAY TO SATURDAY at 2.30, 5.20, 7.15 & 9.15 p.m.

DOUGLAS FAIRBANKS

"THE THREE MUSKETEERS"

Added Attraction — 7.15 & 9.15 p.m. performances
"MISS DAPHNE LEIGH"
Late Revue Star of R. B. Salisbury and Harvard Musical
Comedies in her latest songs.

AT THE

MAJESTIC

NATHAN ROAD, HONGKONG.

MARY PICKFORD
COQUETTE

A SAM TAYLOR PRODUCTION

You'll laugh, you'll cry, you'll applaud when you see Mary Pickford as Coquette, dancing with you through the merriment of youth into the heartbreak of a woman's most crucial ordeals.

United Artists Picture

SPECIAL ADDED ATTRACTION
FOX MOVIE TONE NEWS
SERGEI STUPIN CELEBRATED RUSSIAN "CELLIST"
IN AND AS
LOIS MORAN
"BELLE of SAMOA"

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

Owing to delay in transit "My Best Girl" advertised for to-day will not be shown till to-morrow.

NORMA TALMADGE
The WOMAN DISPUTED

UNITED ARTISTS PICTURE

AT THE **STAR** Final Showing To-day at 5.30
At 9.15 SAMOAN DANCERS

RETURN OF A GREAT FILM
DOUGLAS FAIRBANKS
IN
"MARK OF ZORRO"

AT THE **WORLD** TO-DAY TO SATURDAY
At 2.30 & 7.15 Interpreter
At 5.15 & 9.15 Full Orchestra

Bayer's Tablets of Aspirin

There is no Country in the World where Bayer's Tablets of Aspirin cannot be obtained. Few products can lay claim to such wide distribution and Bayer's Tablets of Aspirin owe it to their scientific power of relieving pain. But their very existence has given rise to a host of imitations. You can make sure of genuine Bayer's Tablets of Aspirin only by getting the original package with the Bayer Cross.